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No. 160, 14th YEAR, OCTOBER, 1967

Published first Thursday of the month

Price One Shilling

Resolution is ready — right on time

**MARRIED
 MEN WRITE
 TO HER**

H.M.S. Resolution, the Royal Navy's first Polaris submarine, which has cost £52 million, commissioned at Barrow on October 2—right on time.

She is the first of four similar submarines. Vickers, the builders of Resolution, are also building H.M.S. Repulse, while Cammel Laird are building H.M.S. Renown and H.M.S. Revenge.

The other three submarines are due to commission at approximately six-monthly intervals, and the Polaris Fleet is due to be operationally deployed by 1970.

Resolution is armed with 16 A-3 Polaris missiles, with British warheads, and these are capable of being delivered with extreme accuracy at a range of 2,500 miles.

NUCLEAR SHIELD

Capable of extended operations all over the world, and free from the need to surface, the Polaris submarine presents almost insuperable problems of detection to an enemy, providing a nuclear shield for Britain and NATO.

Resolution has two crews assigned to her—port and starboard—and these are commanded by two commanding officers, Cdr. M. C. Henry and Cdr. K. Frewer. The crews will take turn and turn about on the schedule of two-monthly patrols.

R.M. WILL BE LAST TO LEAVE ADEN

Once they called it Aden's Golden Mile, Ma'alla's long dual-carriageway between six-storied buildings that were the homes of thousands of British service men and their families.

Into its prosperous shops went most of the thousands of pounds they spent each week in the colony.

Today, however, the flats hastily evacuated are empty, the stores locked and shuttered,

and business is at a standstill. Through it traffic speeds faster than ever between Khormaksar and Steamer Point, for drivers now know it as Murder Mile because of the terrorism that has occurred there.

Keeping the peace in Ma'alla in the final days before Southern Arabia becomes independent is 45 Commando, Royal Marines, which has been in Aden longer than any other British troops still serving in the Red Sea crisis point.

AFTER 128 YEARS

It is planned that they should be the last military unit to leave when Britain ends its 128 years of rule.

The Royal Marines took over internal security duties in a densely populated three-mile-long zone, after responsibility for Little Aden, where they had their base in BP Camp, had been handed over to the South Arabian Army on September 12.

When 45 Commando returns to Britain, it will have been overseas continuously since 1946.

In Aden, where the unit has undertaken both internal security duties and up-country operations, it has been awarded



... and their wives approve. Mini-skirted Virginia Sheppard is in the office dealing with applications to join the R.N. and R.M. Dependents' Fund. (See also page 7)

Wreck of M1 not to be raised

The wreck of the First World War submarine M1, which had a 12 in. gun, and which was lost with all hands in mysterious circumstances on November 12, 1925, has been discovered by the salvage expert, Capt. Silas Oates, and his team of divers.

M1, designed to bombard German shipping and shore bases, was the brainchild of Admiral of the Fleet Lord Fisher, but she was not completed until April, 1918, and was not used during the war.

Capt. Oates planned to raise the boat, but the wreck is Ministry of Defence property, and an Admiralty spokesman said: "We consider M1 to be a tomb. From the point of view of the relatives of the men who died, the wreck is best left alone."

The Navy will take no steps to raise the wreck and civilian divers will risk serious action if they investigate it.

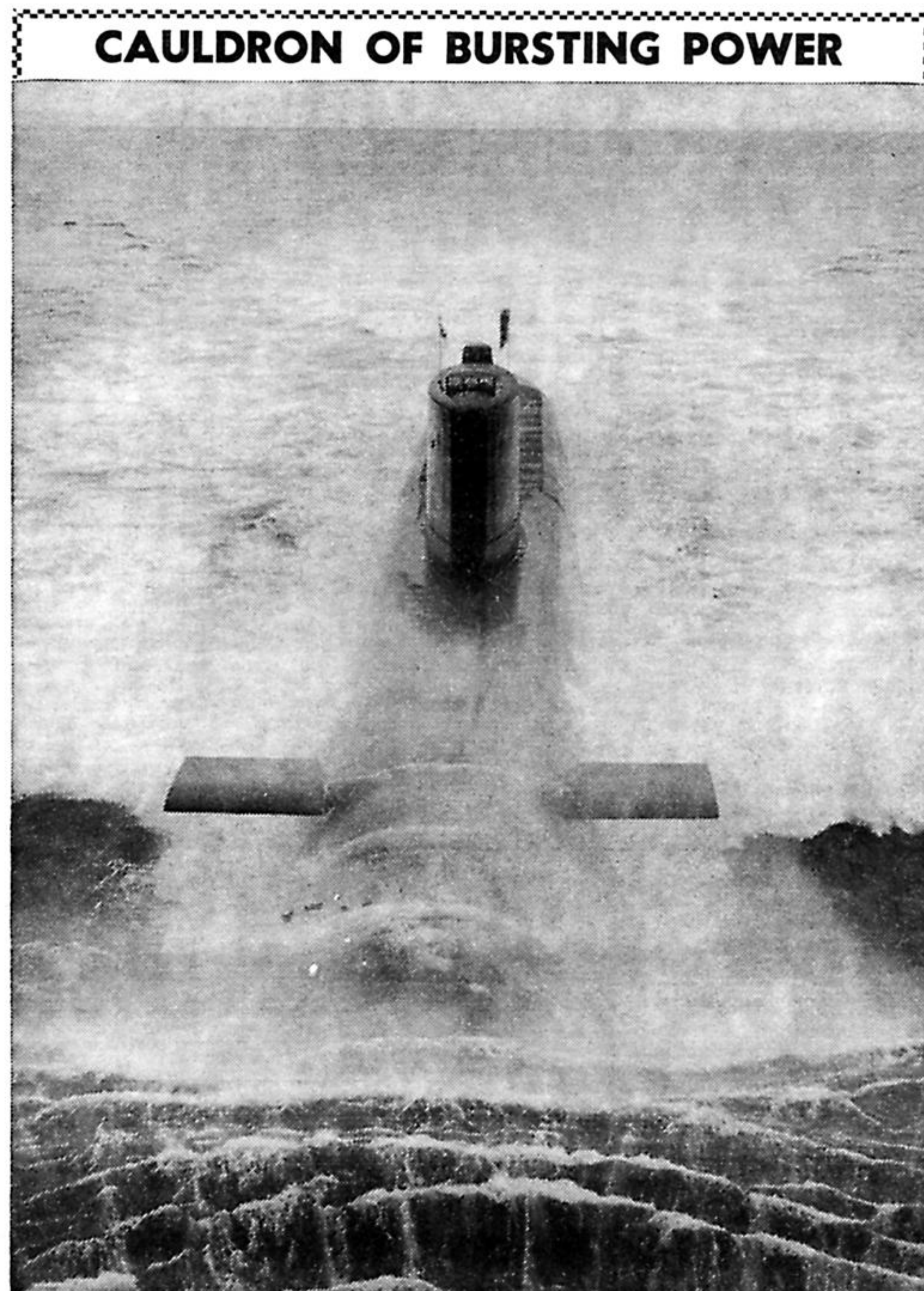
Mr. Frank Charles, the diver

who discovered the submarine, said she was lying in sand and shale and coated with barnacles. The letter "M" was clearly visible.

The submarine was 300 ft. long and was said to have a speed of 15 knots on the surface and nine knots submerged.

M1 had two sisterships. M2 had her gun replaced by a sea-plane, and was lost with all the crew off Portland on June 26, 1932.

M3 was converted into a minesweeper, and was scrapped in 1932.



Dramatic picture of H.M.S. Resolution at speed on the surface, showing the unusual wave formation built up at her whale-like bow. She will join the Fleet next year after test at Cape Kennedy.

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What those stars don't foretell...

From my fan mail it seems some of you are puzzled, and often frustrated, by the words "over/under three months (or six months)" which appear on Draft Orders. For it occasionally happens that events don't turn out as we thought they would, and then the man who has settled down expecting a spell in one place has to pack his bag with understandable irritation.

Why, he asks, must Drafty tempt me with security and then snatch it away? And if a man is told that he will be "under three or six months," and actually stays longer, then he can fairly complain that if Drafty had made a better stab at reading the tea leaves, there would have been a chance of settling the family into a new home instead of leaving them at the other end of the Bridport bus route.

Why, in a word, make promises you cannot keep?

HONEST GUESS

First of all, what we put on draft orders about the length of a draft is not a promise. At best it is an honest guess, and, as it says in black and white in

List of Ships for which C.N.D. will be issuing draft orders during October:

ADVANCE PARTIES

To Join

PHOEBE (G.S.C.) May, 1966

MAIN PARTIES

LINCOLN (G.S.C.) May, 1968
YARMOUTH (G.S.C.) May, 1968

DUNDAS (H.S.S.) May 1968
BILDESTON (H.S.S.) May, 1968

(The date to join is a forecast date and is subject to alteration).

the Drafting Instructions on pages 1-8, "must not be regarded as a guarantee of tenure."

The guesses are made to help you decide whether it is worth while to plan to move, or not to move.

By and large, the rules for Disturbance Allowance and Married Quarters only apply to men who can expect to serve for six months accompanied, in the new draft.

However, you can, if otherwise eligible, qualify for Disturbance Allowance on return from an accompanied job abroad if you can claim only three months or more (accompanied) in a place. Hence the six and three-month predictions.

FINANCIAL BENEFIT

But nothing that is said here, or on a draft order, entitled you to, or debars you from, a financial benefit.

The note on the draft order is

simply something which has to be looked at by the expert in the subject when you go along to ask him where you stand.

So much for the principle. In practice Drafty does his best to avoid doing any sailor out of a benefit he might qualify for.

So when there is a shade of doubt whether a draft will last for a month more or a month less than six months, the answer will usually be "over six months."

SEEING THE FAMILY

That way a man who is quick off the mark can claim, and if in the end the draft lasts for less, at least he gets the chance of seeing more of his family than he would have done if the decision had gone the other way.

Obviously if Drafty became over-sensitive about his performance as an Old Moore he would make fewer guesses, but it is doubtful if this would help the sailor; indeed it is almost certain that it would add to his problems.

In drafting, a very great deal can happen in nine months (three months notice of a six-

DRAFTY'S CORNER

month draft), especially with the world in its present state.

However, quite a lot of work is being done to remove a few of the uncertainties that lie at the root of the whole problem of inaccurate prophecy, and there are prospects of success in one part of the field—that which depends on knowing exactly when and where sailors have to be sent.

HALF THE STORY

But this is only half the story, for to the question "Which sailor?" the answer depends very much on what happens to individuals.

To take only one example, a car smash may wreck or end the lives of the occupants, but it nearly always alters the lives of men hundreds or thousands of miles away. So watch how you go.

On a more cheerful note Drafty would like to boast a bit about an innovation designed to help all men, but particularly married men, plan their lives when they are drafted to a ship on G.S.C. or H.S.S.



The idea is to show where the Base Port is and, when applicable, where else a man can apply for a married quarter. Shortage of room forces us to use a lettered code, thus:

PORTSMOUTH	P
PORTLAND	Pd.
CHATHAM	C
DEVONPORT	D
LONDONDERRY	L
ROSYTH/SOUTH	
QUEENSFERRY	R

e.g. AURORA C; P, Pd. indicates Base Port Chatham. Married Quarters may also be taken at Portsmouth and Portland.

GRAFTON P; L. indicates Base Port Portsmouth. Married Quarters may also be taken at Londonderry.

Aurora to go east

H.M.S. Aurora is expected to do much more time in foreign waters during her second commission than in her first, which was spent in the main, in Home Waters.

The frigate recommissioned at Chatham on August 5, and it is expected that she will sail for East of Suez early in the new year.

Guest at the ceremony was Rear-Admiral W. J. Parker, Flag Officer, Medway, and he saw the youngest member of the ship's company assist Mrs. D. W. Bazalgette, wife of the commanding officer, Capt. D. W. Bazalgette, cut the commissioning cake.

Redevelopment of H.M.S. Drake began with the demolition of Hawkins block on September 29.

BIG SWITCH-ROUND IN 1968

BULWARK (Cdo Ship). October 22 at Singapore. Foreign Service, East of Suez. U.K. Base Port, Portsmouth. (C).

S.A.R. FLIGHT (VICTORIOUS). October at Cudroose. General Service Commission, Wessex. U.K. Base Port, Portsmouth.

NOVEMBER 1967

CHAWTON (C.M.S.). November 4 at Malta. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

HECLA (Surveying ship). November 30 at Devonport. General Service Commission (North Atlantic). West Indies. U.K. Base Port, Devonport. (A).

ARGONAUT FLIGHT. November at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

DECEMBER

FALLISER (A/S Frigate). December 1 at Portsmouth. Port Service. Reserve crew.

ARETHUSA (G.P. Frigate). December 7 at Portsmouth. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Portsmouth. (A). (Captain's Command.)

HECATE (Surveying ship). December 12 at Devonport. General Service Commission (North Atlantic). U.K. Base Port, Devonport. (A).

CLEOPATRA (G.P. Frigate). December 12 at Devonport. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Devonport. (A).

ZULU FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.

JANUARY, 1968

SIRIUS (G.P. Frigate). January 3, at Portsmouth. Home Sea Service (Phased). 12 months. U.K. Base Port, Portsmouth.

VIDAL (Surveying ship). January 9 at Chatham. General Service Commission. Home/Persian Gulf and Indian Ocean. U.K. Base Port, Chatham. (A).

LEANDER (G.P. Frigate). January 9 at Portsmouth. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Portsmouth. (A).

MOHAWK (G.P. Frigate). January 11 at Rosyth. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Rosyth. (B). (Captain's Command.)

LYNX (A/A Frigate). January 18. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Devonport.

HYDRA (Surveying ship). January 30 at Chatham. General Service Commission. North Atlantic/Indian Ocean. U.K. Base Port, Chatham.

FEBRUARY

YARMOUTH (A/S Frigate). February 1 at Portsmouth. Port Service. Trials (ex Dockyard Control). Commissions May 6.

APPLETON (C.M.S.). February 7 at Bahrain. Foreign Service (Middle East). (E). 9th M.C.M. Squadron.

ROTHESAY (A/S Frigate). February 15 at Rosyth for trials (ex Dockyard Control). Port Service. Commissions April 25.

CLEOPATRA FLIGHT. February at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

EXMOUTH (Frigate). February 22 at Chatham. Trials crew. Commissions April 25. Port Service.

DUNDAS (A/S Frigate). February 28 at Chatham for trials. Home Sea Service. Commissions end May for Londonderry Squadron. (A).

FEARLESS (Assault ship). February 29 at Devonport. Recommision (Phased). Home Sea Service/Foreign Service (from date of sailing). East of Suez. U.K. Base Port, Devonport. (A).

LINCOLN (A/D Frigate). February 29 at Devonport for trials. Port Service. Commissions May 2.

MARCH

BILDESTON (M/H). March 21 at Rosyth for trials. Port Service. Commissions May 16.

AXAN (G.P. Frigate). March 28 at Chatham. General Service Commission (Phased). West of Suez/East of Suez. (Captain's Command.) U.K. Base Port, Chatham.

APRIL

LONDON (G.M. Destroyer). April 25 (tentative date) at Portsmouth. General Service Commission (Phased). Home. Flagship of Flag Officer. Second-in-Command, Western Fleet. U.K. Base Port, Portsmouth. (A).

EXMOUTH (Frigate). April 25 at Chatham. Home Sea Service for special trials. U.K. Base Port, Chatham.

ROTHESAY (A/S Frigate). April 25 at Rosyth. General Service Commission. Home/Far East/Home. U.K. Base Port, Portsmouth.

MAIDSTONE (S/M Depot Ship). May 1 (tentative date). Port Service. Reserve crew.

LINCOLN (A/D Frigate). May 2 at Devonport. General Service Commission. Home/Far East/Home. U.K. Base Port, Devonport.

YARMOUTH (A/S Frigate). May 6 at Portsmouth. General Service Commission. Home/Far East/Home. U.K. Base Port, Portsmouth.

BILDESTON (M/H). May 16 at Rosyth. Home Sea Service. 1st M.C.M. Squadron.

HERMIONE FLIGHT. May at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

DUNDAS (A/S Frigate). End of May at Gibraltar. Home Sea Service. Londonderry Squadron. U.K. Base Port, Portsmouth. (A).

JUNE

LEOPARD (G.P. Frigate). June 20 at Portsmouth. General Service Commission (Phased). Home/East of Suez. U.K. Base Port, Portsmouth.

BRINTON (M/H). July 4 at Devonport for trials. Commissions August 29.

GAVINTON (M/H). July 4 at Chatham for trials. Commissions August 29.

NUBIAN (G.P. Frigate). July 4 at Portsmouth. General Service Commission. Home/Middle East/Home (Phased). (Captain's Command.) U.K. Base Port, Portsmouth. (B).

ANDROMEDA (G.P. Frigate). July 24 at Portsmouth for trials. Port Service. Commissions November 11.

ROTHESAY FLIGHT. July (tentative date) at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

AUGUST

BRIGHTON (A/S Frigate). August at Chatham for Special Refit (DY Control). Port Service.

FALMOUTH (A/S Frigate). August at Devonport for Special Refit (DY Control). Port Service.

PHOEBE (G.P. Frigate). August 22 at Chatham. General Service Commission (Phased). Home/Far East/Home. (Captain's Command.) U.K. Base Port, Chatham.

BRINTON (M/H). August 29 at Devonport. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

GAVINTON (M/H). August 29 at Chatham. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

SEPTEMBER

HERMIONE (G.P. Frigate). September 20 at Glasgow. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Portsmouth.

PUNCESTON (C.M.S.). September at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

PLYMOUTH (A/S Frigate). September 26 at Chatham for trials. Port Service. Commissions November 28.

CHICHESTER (A/D Frigate). September 26 at Chatham. General Service Commission (Phased). Home/East of Suez. U.K. Base Port, Chatham.

OCTOBER

BURNASTON (C.M.S.). October 7 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

BRERETON (M/H). October 8 at Portsmouth for trials. Port Service. Commissions December 17.

WHITBY (A/S Frigate). October at Rosyth. L.R.P. complement. Port Service.

JUPITER (G.P. Frigate). October at Glasgow. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Devonport.

JUPITER FLIGHT. October (tentative date) at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

BEACHAMPTON (C.M.S.). October at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

WISTON (C.M.S.). October at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

YARNTON (C.M.S.). October at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

PHOEBE FLIGHT. October (tentative date) at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

PLYMOUTH FLIGHT. October (tentative date) at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ANDROMEDA FLIGHT. October (tentative date) at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

MINERVA (G.P. Frigate). October 17 at Chatham. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Chatham.

CHAWTON (C.M.S.). November 4 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

KEDLESTON (M/H). November 7 at Devonport for trials. Port Service. Commissions January 3, 1969. 4th M.C.M. Squadron.

ANDROMEDA (G.P. Frigate). November 11 at Portsmouth. General Service Commission. Home/East of Suez. (Captain's Command.) U.K. Base Port, Portsmouth.

KELLINGTON (M/H). November 14 at Chatham for trials. Port Service. Commissions January 17, 1969.

ALBION (Cdo Ship). November 20 at Singapore. Foreign Service East of Suez. U.K. Base Port, Portsmouth.

PLYMOUTH (A/S Frigate). November 28 at Chatham. General Service Commission. Home/East of Suez. U.K. Base Port, Devonport.

DECEMBER

BRERETON (M/H). December 17 at Portsmouth. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

CAPRICE (Destroyer). December 19 at Chatham. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Chatham.

MINERVA FLIGHT. December (tentative date) at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

HERMES (Carrier). December (tentative date) at Portsmouth. General Service Commission. Home/Far East/Home. (Phased). U.K. Base Port, Portsmouth.

826 SQUADRON. HERMES. December (tentative date) at Cudroose. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

S.A.R. FLIGHT. HERMES. Late 1968 at Cudroose. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

ZEST (A/S Frigate). December (tentative date). Reserve crew at Portsmouth. Port Service.

EAGLE (Carrier). December at Devonport. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Devonport.

(Continued on page 3)

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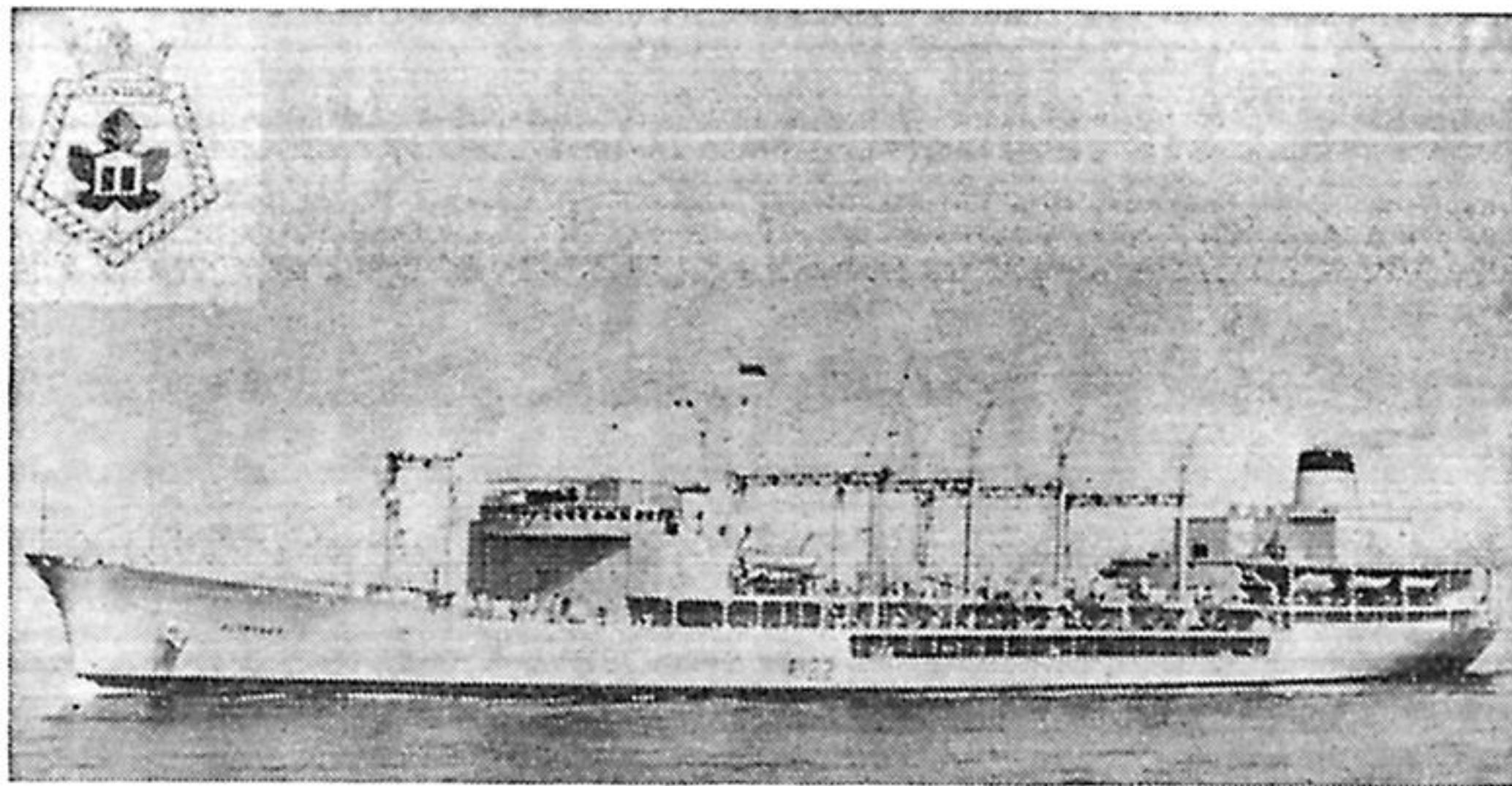


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LEADERS ON
ROSTERS'Life-line' tanker
is given new name

The Royal Fleet Auxiliary Olwen, launched at the Heburn yard of Hawthorn Leslie on July 10, 1964, and named Olynthus, was renamed Olwen because of the similarity of the original name with that of the submarine Olympus.

The R.F.A. Service has three ships of this class, the Oleander (also to be renamed to avoid confusion with the frigate Leander) and the Olna. These are the largest and fastest vessels in the Navy's "lifeline at sea."

Olwen has a displacement of

33,200 tons (full load), is 648ft. in length (o.a.) and has a beam of 84ft. She was accepted into the Service in July, 1965.

REMOTE CONTROL

Specially designed for the support of the Fleet, these fleet replenishment oilers are full of sophisticated machinery systems equipped with modern forms of automatic and remote control.

They are fitted with handling gear for transferring fuels and stores by jackstay and derricks while steaming at sea.

A feature of the class is the

helicopter landing platform, which will enable helicopters carried by other ships to land on the ship to collect solid stores, and oil in drums, for transfer to their parent ships.

Olwen and her sister ships spend a considerable time at sea. A suitably high standard of accommodation has been provided, with comfortable individual cabins for members of the crew—25 officers and 62 ratings—all members of the Royal Fleet Auxiliary Service.

FOR RECREATION

A considerable amount of space has been utilised for recreational purposes, including lounges and bars, a hobbies room and swimming pool, and facilities for the reception of radio and television programmes and for cinema shows.

All these spaces are air-conditioned for service in tropical and cold climates.

(The postcard photographs of Olwen were produced before the change of name was announced.)

ORDERS FOR POSTCARDS

Postcard photographs of R.F.A. Olwen, or any of the previous ships in the series (listed right), may be obtained from "Navy News" Postcard Dept., 13 Edinburgh Road, Portsmouth. Each card costs 6d., post free.

Readers may send a sixpenny stamp or a postal order for each card, or a 6s. postal order or cheque to cover a year's supply, sent on publication.

Albums to hold 64 postcards may also be obtained, price 10s. post free.

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Cheven, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge.

EXCHANGES

The following ratings are anxious to exchange ships. Anyone interested should write to the applicant direct. In accordance with Defence Council Instruction 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

M. J. Pugh, L.Wr. office of Commanders-in-Chief Committee (West), Wilton, near Salisbury (over six months), will exchange for either Home Sea Service, or any naval establishment in Portsmouth or Devonport area.

D. A. Pellett, A/LRO(G), H.M.S. Daedalus, drafted to H.M.S. Mohawk at Rosyth on January 11, 1968, will exchange for draft to a minesweeper, Persian Gulf, at approximately the same time.

CEA (L) U/G, S. Flood, H.M.S. Ashanti, on draft to H.M.S. Osprey, B.M.P., over six months, will exchange with similar rating in Plymouth area. Write to 14 Whittington Street, Plymouth.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

To A/CERA
913536 R. I. Mountford, 913703 J. M. Heawood, 982095 J. D. Fugler, 928269 R. J. Peach, 943632 R. S. Bacon.
To A/Ch Mech
859149 M. S. Cave.
To A/Ch Supt
857733 D. J. McCadden, 051995 N. J. Hoskins, 928592 H. Brown, 943701 L. H. Hart, 936012 A. Wise, 956499 L. M. Todd.
To CM (E)
769996 J. Lees, 832696 D. Bala.
To A/CCEA
902204 J. A. Arnold, 943920 M. G. Piction, 956555 M. J. Jackson.
To A/COEA
857656 B. B. Green.
To A/Ch OEEI Mech
927519 L. J. Painter.
To CCEI
915230 J. James.
To Chief OEI
895485 E. F. Obrien, 766462 D. P. Kent.
To Chief REI
893473 A. R. Miller, 946699 D. W. Mulholland.
To CRS
730178 R. George, 843479 A. Nicholson, 839621 C. D. Johnston, 965504 R. F. Rowney, 976803 J. H. Thompson, 912119 P. Mann.
To CCY
660696 P. K. Royal, 799602 N. J. Johnson, 864166 A. I. Clements, 835918 S. L. Severn.
To CPOMA
888467 G. Cornelius.
To CPO
819276 J. Glasgow, 864915 F. Rose, 826675 J. Macrae-Clifton, 348455 J. T. Henry, 646074 G. R. I. Thaxton, 646176 E. G. Kennedy, 660387 T. M. Marchant, 856988 J. H. Newing, 292445 A. N. New, 760065 E. D. Hearn, 871136 G. H. Laker, 760428 K. N. Schillemeore.
To MA
858192 J. Gumbleton.

ELECTRONICS IN
THE NAVY

The role of electronics in the modern Navy will be demonstrated on the Royal Navy stand at the 22nd annual Electronics, Instruments, Controls and Components Exhibition, to be held at the Lancaster Hall, Belle Vue Gardens, Manchester, from September 26 to 29.

Commissioning forecast

(Continued from page 2)

JANUARY 1969
KEDLESTON (M/H). January 3, at Devonport. Home Sea Service. 4th M.C.M. Squadron.
KELLINGTON (M/H). January 17 at Chatham. Home Sea Service. 4th M.C.M. Squadron.
EURYALUS (G.P. Frigate). January at Devonport. General Service Commission (Phased). Home/East of Suez. (Captain's Command.) U.K. Base Port, Devonport.
SIRIUS (G.P. Frigate). January at Portsmouth. General Service Commission (Phased). Home/Far East. U.K. Base Port, Portsmouth.
FIFE (G.M. Destroyer). January at Chatham. General Service Commission (Phased). Home/East of Suez. U.K. Base Port, Chatham.
FIFE FLIGHT. January at Portland. General Service Commission. Wessex. U.K. Base Port, Chatham.
SALISBURY (A/D Frigate). January at Devonport. General Service Commission. Home/East of Suez. U.K. Base Port, Devonport.
RELENTLESS (A/S Frigate). January (tentative date) at Portsmouth. Reserve crew. Port Service.
ESKIMO FLIGHT. Early 1969 at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.
FEBRUARY
GALATEA (G.P. Frigate). February at Portsmouth. General Service Commission (Phased). Home/East of Suez. Home. Captain's Command. U.K. Base Port, Portsmouth.

ESKIMO (G.P. Frigate). February at Chatham. General Service Commission (Phased). Home/Middle East. U.K. Base Port, Chatham.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships. Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B). Cooks (S) other than P.O. Cook (S) all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards only. (F)—Cook (S) and Steward only.

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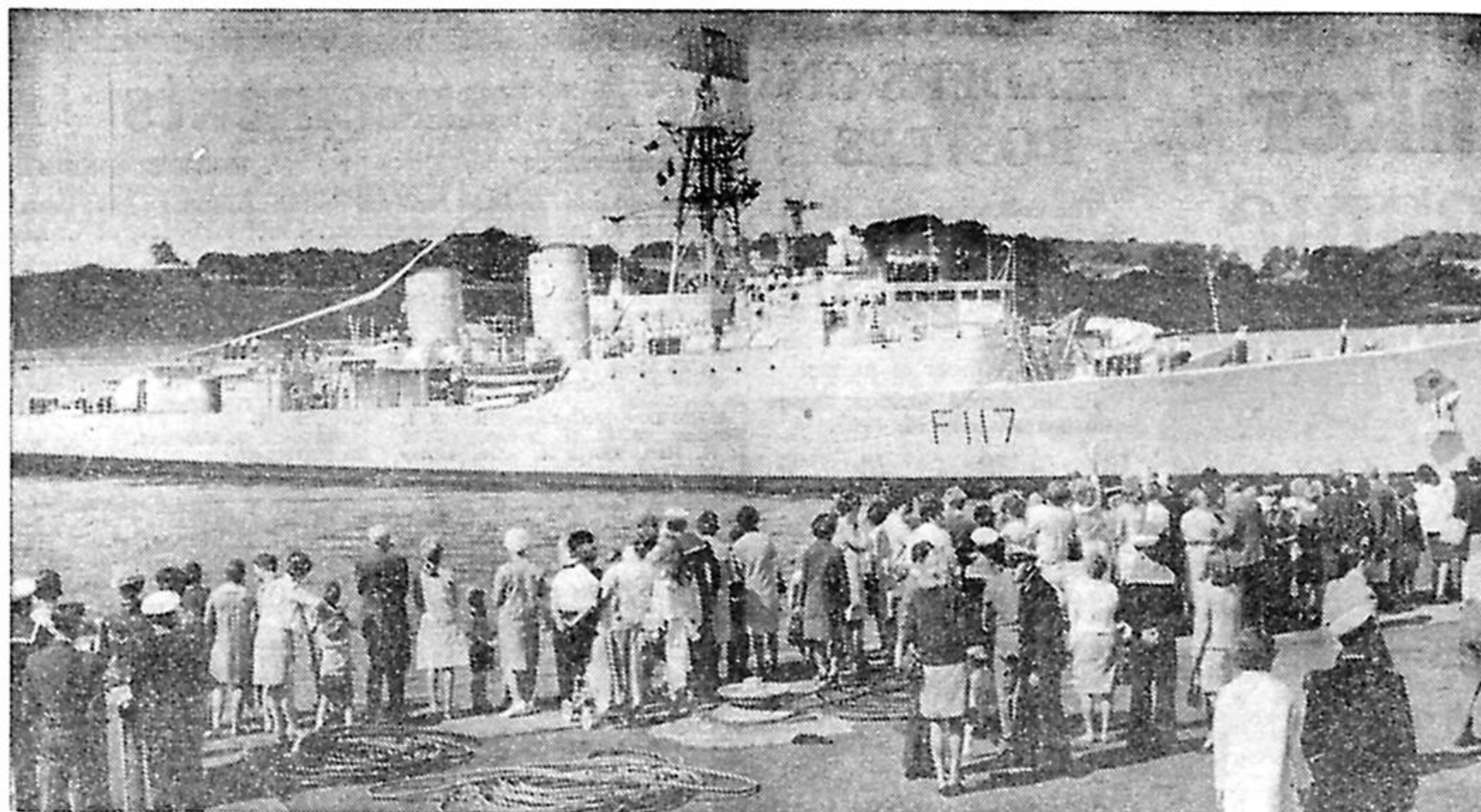
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The first Ashanti in the Royal Navy was the Tribal class destroyer completed in 1938. After distinguished war service she was scrapped in 1949.

The present Ashanti was the first of the Tribal class of general-purpose frigates.

'Warriors' greeting for Ashanti

"Welcome Home, Ashanti Warriors," proclaimed the banner borne by children to greet their fathers when the

Tribal class frigate returned to Plymouth after a year in the east.

Now at the end of her third commission, Ashanti will be taken in hand by Portsmouth Dockyard for a major refit lasting about nine months—her first major overhaul since she joined the fleet in November, 1961.

During her spell overseas the frigate had three months of patrolling off Beira, steaming 70,000 miles in 70 days at sea.

During eight weeks spent in Aden undergoing maintenance,

many sailors were lent to the Army, manning road blocks and making internal security patrols in Aden itself. In recognition, the ship's company has been awarded the GSM for the period spent there.

Practically everybody aboard had local leave in Kenya. Four officers and six ratings took advantage of a longish maintenance period in November to have their wives out for a fortnight in the sun.

The second of two cruises round the Trucial States was noteworthy because of the presence of 10 goats aboard—an unexpected and almost unprecedented gift to the Senior Naval Officer Persian Gulf (Commodore T. E. Fanshawe) by the Ruler of Abu Dhabi. They were eventually given a hearty farewell!

IN TRIBUTE TO INSHORE FLOTILLA



All who served in ships of the Inshore Flotilla (Far East) during the period of Malaysian Confrontation with Indonesia will be interested to know that a shield to commemorate the good work done by these ships on North Borneo patrols has been presented, by request, to the Sarawak National Museum.

The shield, which is shown in the photograph, bears the names of all the ships of the Inshore Flotilla which were engaged in Anti-Confrontation patrols off North Borneo from 1964 to 1966. The four quarters of the flag show the Black Foot of the 6th Mine Countermeasures Squadron (MCMS), the Kiwi representative of the New Zealand ships, the Kangaroo of what was the Australian squadron, the 16th MCMS, and the Red Lion of what was the 11th MCMS.

SCOTS' WELCOME

Ratings from H.M.S. Malcolm and members of the Band of the Flag Officer, Scotland and Northern Ireland, enjoyed themselves at a dance given for the ship by the County Council of Dunbartonshire. The girls were from the Hub Youth Club, Clydebank, where Malcolm was berthed for the visit.



NEW SERGEANTS' MESS OPENED

The sergeants of the Royal Marine Barracks, Eastney, have an ultra-modern new mess, the building being officially opened on September 7 by Major-General P. W. C. Hellings, Major-General Royal Marines, Portsmouth Group.

Costing £100,000, the new mess has accommodation for 52 living-in members, recreation and dining rooms, galley, lounge and billiard room—all under one roof.

No plaster is used anywhere (all inside walls are faced with natural brick) and the ceilings are of varnished pine.

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NAVY NEWS
October, 1967

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Please write clearly in block letters and remember to enclose the personal message which is to go with your box of flowers.

A dhobi 'itch

In the August issue I see a letter reminiscing about 728 Squadron. This brings back memories to me too, as I served with this Squadron at Ta-Kali from April 1944 to December 1944 as an LAM(L).

I later visited Ta-Kali in 1948 when with 827 Squadron in H.M.S. Triumph, and was amazed at the transformation from Nissen huts, a few blast pens, and underground caves.

Happy days! We flew Martinets in those days, and I well remember a certain newly-rated leading rate being told off to rig a sheerlegs to hoist one out of a bomb crater.

Having rigged it up, he attempted to fasten a rope round the mainplane, then asked a mate what knot to use.

A voice from the back said, "Try a dhobi 'itch," whereupon the hapless killick said blushing that he didn't know how to tie that one.

John H. Chapman
(ex-F.A.A., L/SFX3172
East Barnet, Herts.)

A booklet on Swiftsure

I served as a petty officer HSD in the cruiser H.M.S. Swiftsure at the latter part of the war, in the Far East Fleet. At the end of the commission a booklet was published, giving details of events in the period spent in and around Japan. Could any reader assist me in obtaining a copy?

R. H. Secker
Wells-next-the-Sea, Norfolk.

Puzzled about a depot ship

In the text beside the photograph of H.M.S. Forth, the length is given as 531 feet overall. This agrees with "Jane's Fighting Ships 1959-60" and later editions, but was previously described as 497 between perpendiculars, 531 waterline and 574 overall.

Other reference books men-

(ADVICE ON HOW TO GET KNOTTED)

LAMPS AND SCRAPERS

Sorry I cannot as a subscriber nominate anyone to receive your offer of a free copy of the current issue of "Navy News."

Living in a village, and being 80 years of age, what few old ships I had seem to have returned their lamps and scrapers.

C. Wade
Hindhead, Surrey.

tion the overall length of 574 feet, and I am intrigued to know the reason for the difference of 43 feet.

I have a complete set of postcards so far, and consider them to be of excellent quality, and extremely useful when modelling warships. I would like to see some photographs of important but less well-known ships of past years included.

H. Needham
Shephed, Leics.

Official Admiralty records give the overall length as 531 feet.

Cruiser research help wanted

We have been carrying out research on Royal Navy cruisers and have drawn a blank on H.M. ships Caradoc, Ceres, Curacoa, Cardiff and Capetown.

I would be pleased to hear from anyone who served in these ships, or anyone who has information to offer on them.

J. T. Miller
(President, Warship Record Society.)

16 Southdale Drive,
Carlton, Nottingham.

Conversion of the 'Tiger' cruisers

Early in 1965 the Tiger class cruiser H.M.S. Blake was taken in hand for conversion into a helicopter carrier. This conversion was officially expected to take about two years, yet this ship has not yet been commissioned, and its commissioning is not forecast in "Navy News" even into early 1968.

When is this ship, and H.M.S. Tiger and H.M.S. Lion (also to be converted into helicopter carriers) due to rejoin the Fleet?

If all three are not to be converted, what is due to happen to the remaining ship or ships?

A. W. Cleaves
Pontypool, Mon.

Conversion work on H.M.S. Blake should be finished by early 1969, and Tiger will be taken in hand at the beginning of next year. The prevailing guess is that H.M.S. Lion will be scrapped.

Helping hand for the disabled

Reference the item "Can you lend a hand" in the July issue, I have been a member of the Knights of St. George for many years, before and since leaving the Service.

It costs nothing to join the Knights, and the disabled want no financial help—only some company and perhaps attention to small details that they cannot cope with themselves.

Any man who can spare a little time for them will find it very rewarding.

H. Liddle
Holt, Norfolk.

Letters to the Editor

Portland praised

May I through "Navy News" thank all concerned for a really good At Home in Portland on August 5-6.

It was a splendid show, and my wife and family have not stopped talking of it. The "chef's" galley in H.M.S. Tiptoe was a revelation to my wife. "How does he manage?"

Thank you for a wonderful day, and congratulations to "Navy News"—a grand publication that was always needed.

A. Childs
(ex-Dev/KX81095)
Coalpit Heat,
Near Bristol.

Work-up for Argonaut

H.M.S. Argonaut commissioned at Hebburn-on-Tyne on September 5, under the command of Cdr. B. Spark.

After acceptance trials and a visit to Portsmouth, her home port, the new frigate is to work-up at Portland, and will then join the Western Fleet for the home leg of her first commission.

H.M.S. Danae commissioned at Plymouth on September 8, and H.M.S. Diana on the 15th.

NAVY NEWS OCTOBER 1967

5

INTREPID'S BEAUTY

H.M.S. Intrepid's two Bosun dinghies have been named Hannah and Anne after two famous fighting ladies.



Miss Coombe

Hannah was named after Hannah Snell, who served in the Royal Marines. Born in 1723, she enlisted in General Guise's Regiment in 1745 to look for her errant husband but, failing to find him, she deserted and re-enlisted as a marine in Admiral Boscawen's Fleet, and was wounded 11 times at the Siege of Pondicherry in 1748.

Anne was named after Anne Perriam, wife of Capt. J. Perriam of H.M.S. Orion. She served with her husband in three battles—Orient 1795, St. Vincent 1795, and The Nile 1798—frequently firing the ship's guns herself.

When her husband was killed she was awarded Nelson's Pension and later died, aged 98, in Exmouth where her family still live.

At the naming ceremony, Mrs. Hannah Swinnerton, of Ivybridge (Devon), named the first dinghy, and was presented with a framed photograph of Intrepid by Capt. J. A. R. Troup.

Mrs. Swinnerton's husband served in the previous Intrepid, a destroyer, as a stoker petty officer from 1937 when she was building, until she was sunk in 1943 in Leror Harbour in the Aegean.

Miss Carol Anne Coombe, of Plymouth, named the second dinghy and was presented with an Intrepid powder compact by the Captain. A local beauty queen, Miss Coombe afterwards posed for photographs with members of the ship's company, and is now their number one pin-up.

Fearless group's top spot



In an international pop show before a 3,400 audience at Singapore's National Theatre, top spot was accorded to "The System Cert. X" pop group aboard the Royal Navy's assault ship, H.M.S. Fearless.

They were the only English to appear among some of the top groups in the Far East. Manager of the group is

Leading Cook Arthur Edmunds (24), of High Wycombe (Bucks), who is also bass guitarist. Other members are CEM D. H. O'Malia, of Penarth (South Wales), their versatile lead singer; ME B. D. Jones (18), of Wrexham (North Wales), who plays rhythm guitar; OEM J. G. Shaw (18), of Southsea, drums; and lead guitarist CEM Leslie

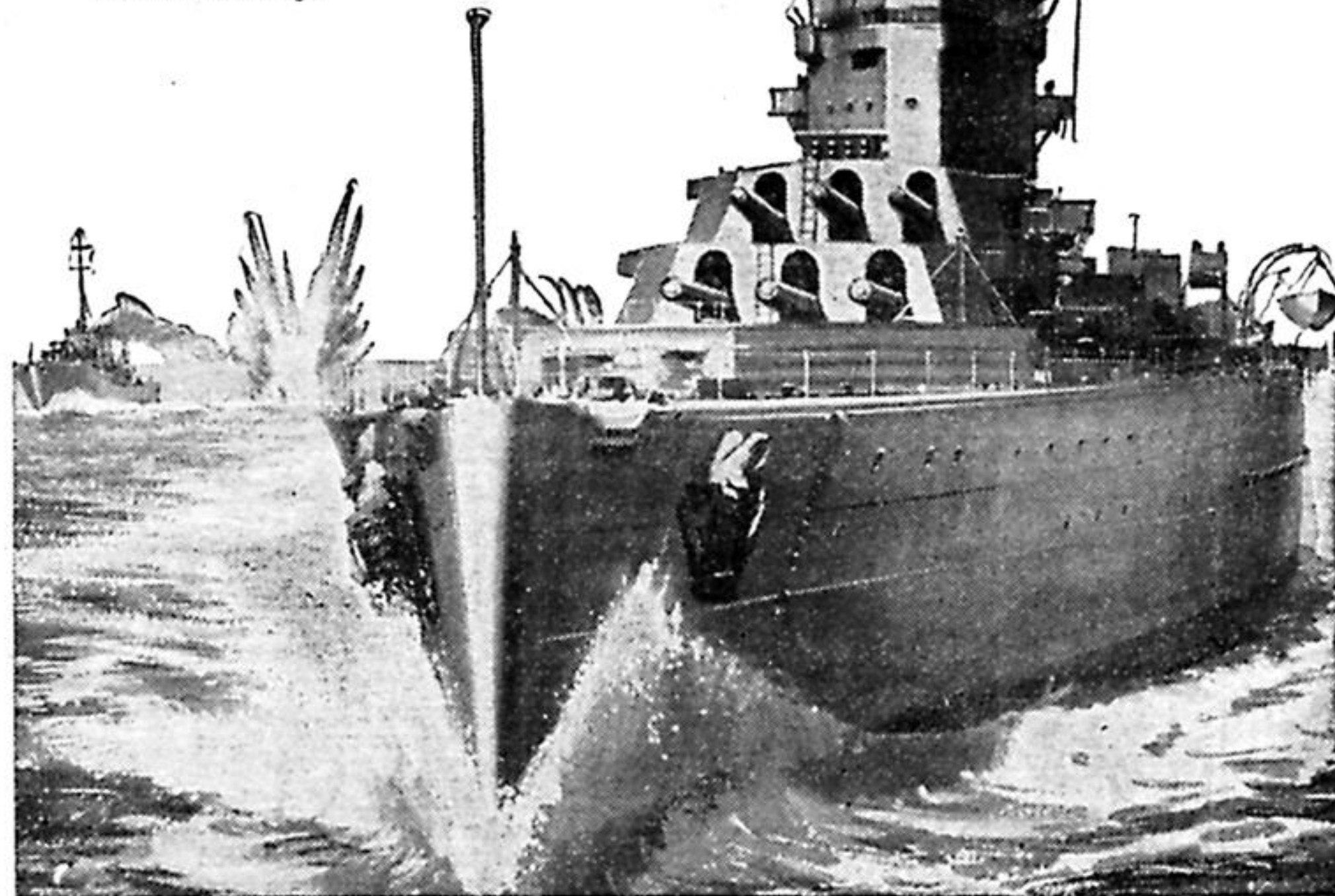
Gosden (24), of Newport (Isle of Wight).

A large crowd gathered at the quayside on September 9 as Fearless sailed from Singapore Naval Base for the last time during her present commission. While in the Far East, the ship changed captains, Captain M. W. B. Kerr taking over from Captain H. A. Corbett.

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The mighty battleship H.M.S. Nelson is only one of the famous warships you can make from Airfix Construction Kits. This wonderful model is packed with detail—rotating gun turrets, anti-aircraft guns, whalers and cutters, all made from a 134-part kit costing 7/-.

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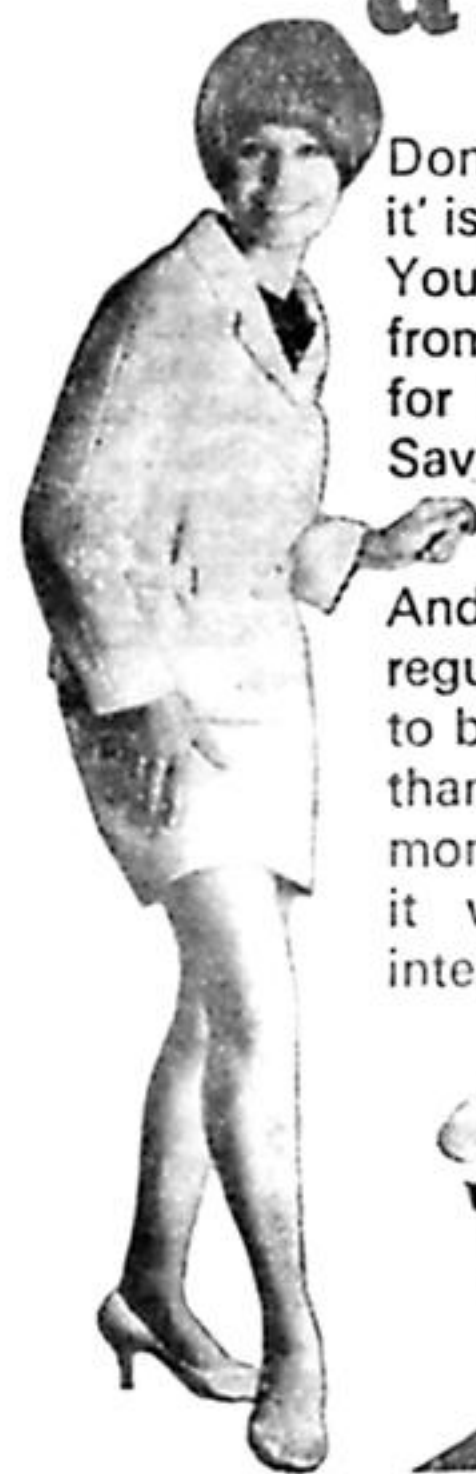
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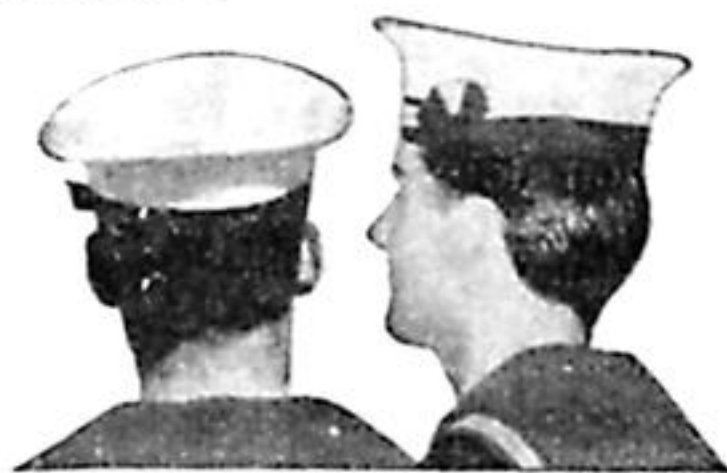
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COXSWAIN MERGER WITH THE REGULATING BRANCH

As from April 1, 1968, the time-honoured title of "Coxswain" will disappear from the Service except in the submarine world, and when used as an honorary title in a Flag Officer's retinue. It will also be maintained to describe existing General Service PO Coxswain billets.

The recent Defence Council Instruction announcing the merging of the Coxswain and Regulating branches envisages more shore time for coxswains, more opportunities for going to sea for regulators, substantially more billets than the present two branches, and as good, if not better, opportunities for promotion to the Special Duties List.

Leading patrolmen are to be renamed leading regulators, and they will take over the duties of postmen in harbour and seaman billets, such as quartermaster, at sea in all major war vessels. They will receive additional N.B.D.C. training in order to give flexibility in their employment in Action/Defence states.

The responsibility for steering ship will be transferred to CPOs and POs of any branch (including the Regulating branch). This is anticipating a change which is foreshadowed by the gradual introduction of more sophisticated technical equipment for steering ships.

Submarine coxswains are not affected by the merger, and CPO coxswains will be left as at present until they phase out.

THREE CHOICES

All regulating branch ratings will be absorbed into the merged branch, but existing PO coxswains can do one of three things:

(a) transfer to the merged branch in their existing rate and seniority;

(b) remain in the Seaman branch as coxswain when their employment will be in PO coxswain billets (mostly in coastal minesweepers), and being advanced from the Seaman roster, or

(c) if under three years as a coxswain, revert to their original specialist Qualification.

C.N.D. EXPLAINING

The Admiralty Board appreciates that many coxswains will be uncertain whether it is in their career interest to transfer to the merged branch or to remain in the Seaman branch, and to help them the Commander Naval Drafting is sending an individual letter to each PO coxswain.

For many reasons it is not possible to tell a man on one roster when he would be advanced if he were on another roster, but the Commander Naval Drafting will advise each man on the basis of current trends after a scrutiny of the rosters has been made.

Regulating branch ratings will be given the additional training required to undertake the duties of postmen and quartermasters, etc., as the need arises.

PO coxswains who apply to transfer to the merged branch will be given a short course at the Regulating School, and on successful completion of the course they will be rated confirmed RPOs.

MASTER-AT-ARMS

If they have more than three years' seniority as coxswain on April 1, 1968, they will be eligible to take the master-at-arms qualifying course on completion of the refresher course.

If they have less than three years' seniority as coxswain on April 1, 1968, they will be eligible for recommendation to take the master-at-arms qualifying course after six months as an RPO, or on attaining two years' experience as an RPO and coxswain, whichever is the later.

Ex-PO coxswains who become eligible for advancement after April 1, 1968, but before qualifying for master-at-arms, will be rated acting master-at-arms and confirmed by the Captain, H.M.S. Excellent, when fully qualified.

Advancements of existing RPOs and ex-PO coxswains to master-at-arms in the merged branch will be authorised from both streams, relative to the position a man holds on his existing roster and, initially, vacancies for advancement will be allocated to each roster in proportion to the number of men on each roster.

ADVANCEMENT

The rosters will be so controlled that while some may gain earlier advancement initially, existing advancement prospects will not be worsened.



AB Watson and Dog Star after H.M.S. Sirius returned to Singapore

Dog Star shines brightly again

All is now well again with Dog Star—that is the rating and name recorded on specially prepared Service documents—who made headlines in Australia and New Zealand during the 14,000-mile Pacific cruise of H.M.S. Sirius.

At Sydney, a veterinary surgeon was urgently summoned on board to deal with a suspected broken leg, while at Wellington there were dozens

of sympathetic enquiries after a newspaper front-paged a photograph of Star with her injury in a plaster case.

"A complete recovery" stated a bulletin issued from Sirius to reassure well-wishers when the ship arrived back in Singapore where she is serving with the Far East Fleet.

Star—the only "girl" in a ship's company of some 240 officers and ratings—was more than ready too for a run ashore. Quarantine regulations at places visited during the preceding two months meant that she was confined to ship except for Savu Savu in the Fijis, where she was allowed to land.

Her owner is 27-year-old AB Tony Watson, of New Ollerton (Notts), serving for the third time in the Far East.



The guide dog Ajax bought by the ship's company of the frigate

REMEMBER AJAX?

Men who served in H.M.S. Ajax's first commission (1963-65) will be interested to see the accompanying picture of Ajax, the guide dog they purchased as a puppy.

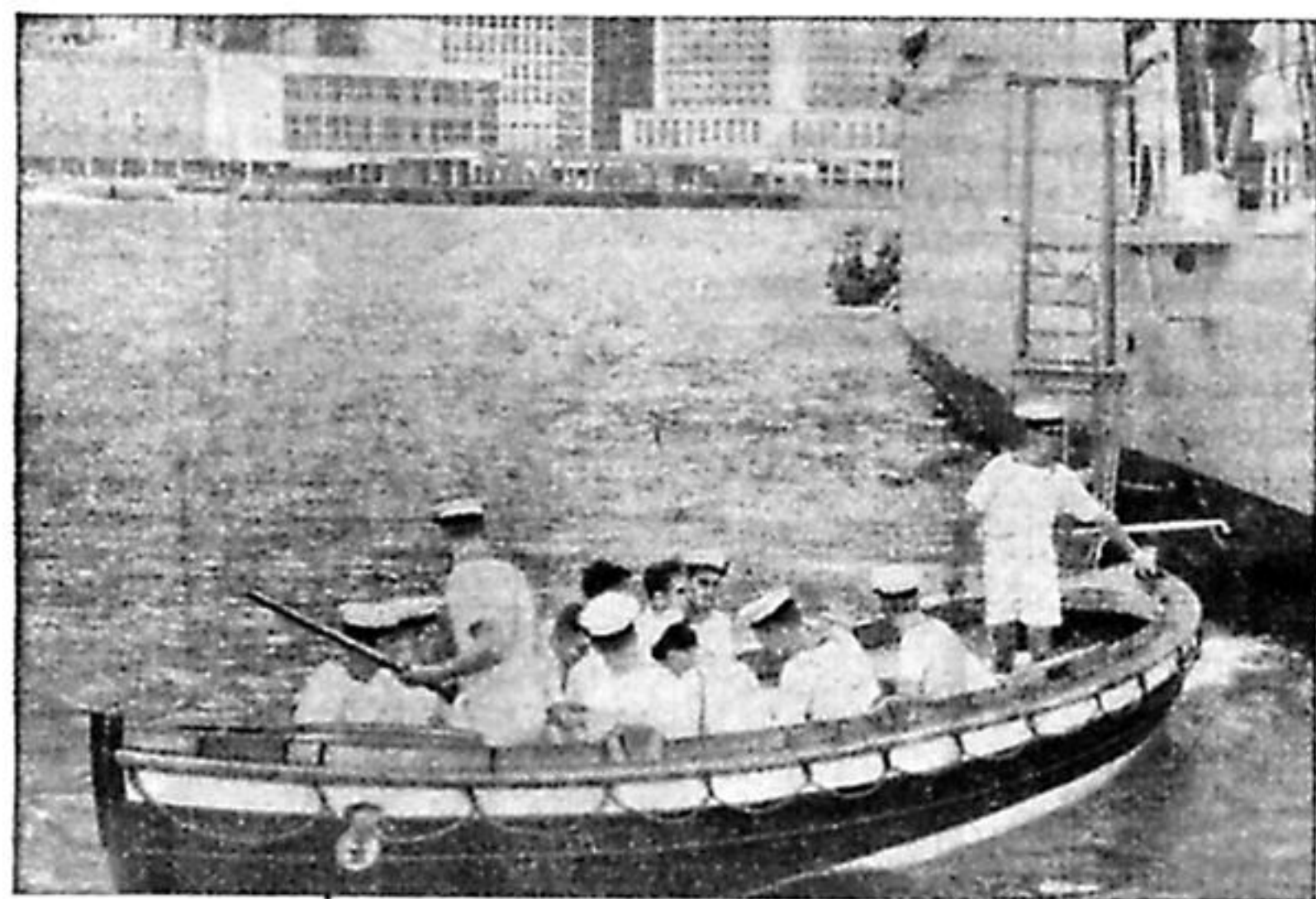
Ajax is now fully grown, and has successfully completed his training course.

A framed photograph has been presented to the ship in gratitude from the Guide Dogs for the Blind Association.

SEEKING FIELD GUN VOLUNTEERS

Next year's Royal Tournament will take place at Earls Court from June 26 to July 13, and there will be the usual Royal Naval Field Gun Competition.

Volunteers are now being called for, but organised training may not start before February 15, 1968.



If you were posted abroad tomorrow, here's how Westminster Bank would help you

THINK A MINUTE. One of these days a posting abroad may be a very real possibility. And that's when you could be thankful you've got an account with Westminster Bank. Here are four typical problems for members of H.M. Forces and how the Westminster Bank helps solve them.

1. **Buying a car.** Say you are buying a car through hire-purchase. You can pay all instalments with a 'standing order'. The Westminster will pay them regularly in your absence. That goes for mortgage payments, rates, subscriptions, we'll do all the remembering for you.

2. **Joint accounts.** Let us assume you're married. We can arrange for your wife to draw money from your account or have a joint account. Regular statements will be sent.

3. **How on earth can you save?** Suddenly you are spending not pounds but foreign currency. Very exciting. And can be very expensive. At such times the idea of saving will seem dull. It is

nevertheless very, very wise. You can arrange with the Westminster to pay fixed amounts into a deposit account. (Where it accumulates interest.) Or to some other investment. This way you know you'll always have money when you come home.

4. **Let us take care of the worrying, too.** It is easy for a man on active service to get tangled up in complicated questions of money affairs. Your local Westminster Bank Manager will be pleased to help you find the very best advice on these matters.

Call in at your nearest Westminster Bank

We hope we have convinced you that we understand the problems your life may present at any moment, and that we can give you a lot of immediate help with them. Why not have a friendly talk with your local Westminster Bank Manager? He'll tell you just how easy it is to open an account with us. Or write direct to the Head Office of the Westminster Bank, 41 Lothbury, London EC2.

Not roses all the way

More than 4,000 families are in homes of their own, as a result of the Navy's scheme for interest-free loans to cover deposit and legal expenses, but a few have found a rocky path after occupation.

Often it is a case of complete inability to curtail extravagance — like the leading rate with a wife and four children, who amassed mortgage and rate arrears and credit debts totalling £738, and then sought help from the Royal Naval Benevolent Trust.

Applications for help made

to the R.N.B.T. are a clear indication, especially to those who have previously lived in married quarters, of the shock of having to meet heavy rate bills, water rate, repairs and renewals.

It needs much more than a short article to explain all the pitfalls—full advice should be sought all along the line—but a few points should be emphasised.

Expect woodworm, dry rot, sagging roof, rotten wiring and blocked drains, and eliminate these worries by an independent (not building society) survey. Insure contents as well as the building.

REMOVAL CLAIMS

Removal and disturbance regulations are complicated. Make absolutely certain you are entitled before depending on them.

The cost of curtains, pelmets, runners, light bulbs, kitchen equipment, and the like mounts so alarmingly, that hire-purchase commitments on furniture, cookers and luxuries have to be pruned to the bone.

Mortgage payments by allotment is a "must," and it is no exaggeration to advise a reserve of £100 to meet just the "sundry" costs of going into a new house.

Taking on a mortgage and furniture h.p., with a heavy car h.p. already in existence, may often mean that signals are "set red" from the start.

Families' Page

NAVY NEWS OCTOBER 1967

DADS' NAPPY COURSE

Three Australian sailors who have become fathers for the first time sought in-

struction on nappy changing and other complex baby issues when their ship called at H.M. Naval Base, Singapore.

In the dockyard surgery they found a willing tutor in Sister Yolande Gale, a nursing sister with Queen Alexandra's Royal Naval Nursing Service, who comes from Ewell (Surrey).

All three sailors will soon be seeing their babies for the first time.

DR. ANITA'S WEDDING

At a wedding at St. Peter's Church, in Singapore Naval Base, on September 2, the bride, bridegroom, one of the bridesmaids, and clergyman were all officers of the Royal Navy, while another gave the bride away.

To keep it an all-Service occasion, the best man and organist were provided by the Royal Marines, and a W.R.N.S. officer was the second bridesmaid.

Lieut. Richard Rolls, of Exmouth (Devon), was married to Surg.-Lieut. Anita Barltrop, of Great Baddow, near Chelmsford (Essex).

The bride is a medical officer in H.M.S. Raleigh, and flew to Singapore where her husband is serving on board the assault ship Fearless.



IS HE LETTING YOU DOWN?

... Well not deliberately of course, but for every thousand married men who have joined the newly launched R.N. and R.M. Dependents' Fund, another thousand have not got round to it yet.

For such a bargain offer—a grant of £350 within 48 hours of bereavement at the cost of a jug of beer a month—it is not surprising that 16,000 joined in the first two months. The first claim was paid 30 days after opening.

In one ship, the carrier H.M.S. Hermes, 84 per cent of all men eligible have signed up.

The scheme has been so well received that the organisers at Fund H.Q., Grosvenor Place, London, W.1, are now working out a plan for single men and their dependants.

"This insurance costs 2s. a month, or 24s. a year," said a Fund spokesman. "The 16,000 who have joined are married men. We decided to start with them because we knew there was a real demand for a scheme that would relieve a wife, perhaps with a family of young ones, of all her immediate financial worries in the event of a husband's untimely death."

"It is worth noting that the scheme covers men after they leave the Service, during the year of their last subscription—a period when they might well not be immediately in benefit under new employment."

New applicants for membership can lodge the forms with their pay offices, or with DPRORM for Royal Marines, between November 1 and 15.

LEFT IN GOOD HANDS

Leading Wren Margaret Usher has a contented customer during a families day aboard H.M.S. Albion



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*Naafi offers wholesale prices on drinks in overseas areas, too. Check with your Naafi shop manager.



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Oberon's welcome

Families thronged the jetty at Gosport on September 5 when H.M.S. Oberon returned from Singapore, where the submarine had been a unit of the Navy's Seventh Squadron.

The boat, with her six officers and 62 ratings, was also welcomed home by the captain of H.M.S. Dolphin and Captain of the First Submarine Squadron, Capt. R. D. Cairns.

Oberon, which was the first "O" class submarine in service, joined the Fleet in February, 1961. She is paying off and will enter Portsmouth Dockyard for a long refit and modernisation.

In the three-month voyage from Singapore via the Cape of Good Hope, Oberon encountered gale force winds and heavy seas, losing part of her casing off Mombasa.

The submarine's three-year commission took her to Australia, the Philippines, Hong Kong, India, Pakistan, Aden, South Africa, Kenya, and the Maldives Islands.



Mrs. Barbara Baikie (above) travelled from Blyth with her son David, aged two, to meet her husband, LS John Baikie home from the Far East, aboard the submarine Oberon.

On the left, Oberon is seen entering Haslar Creek. An unusual port on call was the lonely island of St. Helena, where the population lined the cliffs to give a roaring welcome.

In the first of the two lower photographs, there is a special kiss from PO Ray Upstell for his daughter Dawn, who he was seeing for the first time. His wife Rose had also brought along son Raymond to meet dad.

The other smiling family is that of Lieut. Raymond Offen, wife Joyce and seven-year-old Ashley.



Appeal for submarine base club rebuilding

The Church of Scotland has launched a £250,000 appeal to rebuild their St. Andrew's Services Club at Helensburgh.

The club is designed to meet the welfare needs of the Clyde Submarine Base, which will include its two submarine squadrons, namely, the existing Third and the Tenth, consisting of the Polaris submarines.

Admiral Sir Angus Cunningham-Graham heads the special inter-denominational Appeal Committee. At a press conference in Glasgow he said: "A new Services' club at Helensburgh is becoming increasingly necessary."

"The present club was a hurried conversion job, inadequate in size and lasting qualities, and very different from a function-built property. Now we have the opportunity to remedy that."

THE QUESTION

"People ask why, if this club is necessary, the Admiralty cannot build it. The answer is quite simple, the Admiralty cannot use any public funds for such a project. But it has promised generous support from the limited non-public funds over which it has control."

"The first donation towards the appeal has come from the men of the Third Submarine Squadron themselves."

The submarine base at Faslane is expected to increase from 1,300 men to 3,000 in 1969, and there will be 1,000 naval families in Helensburgh.

The present club, except for the clock tower, will be demolished and rebuilt on the same site. It will be available to all services in the area.

Most heavily gunned sweeper in Middle East

Some ships are always "making the headlines," but others, doing equally valuable work, seem to be lesser known, possibly because of their size.

This article concerns the coastal minesweeper, H.M.S. Puncheston, but the work and actions described could well be the work of any of our "Ton" class ships.

On New Year's Day, 1967, Puncheston was undergoing a self-maintenance period at Bahrain and the first job of the new year was a patrol round the Masandam peninsula.

Exercises and patrols followed in quick succession, although in February, during a maintenance period in Bahrain, several members of the ship's company took advantage of a reduced air rate fare of £65 to return home for some station leave.

VISIT TO BOMBAY

The ships in the Gulf normally have one "out of the Gulf" social visit during the commission, and a visit to Bombay took up most of February.

In April the ship visited Abadan for an exercise, this time with the Iranian Navy, but the visit was enjoyable, for Khoramshar, the Iranian Naval Base near Abadan, is the only place in the Gulf that has a night club.

Puncheston sailed for Aden, to assume the mantle of Aden guard ship at the end of April, and the serious restrictions of leave and where the ship's company could go for the "rabbits" for which Aden is famous, soon brought home to the "Punch's" men that life in Aden was no sinecure.

The ship was soon out on

local patrols, searching dhows, and during one of these she was ordered to rush to Mukalla where the Residency had been attacked.

The Captain landed to find out what was happening, but although things were not as serious as had been thought, Puncheston was fired on that night and also during the week she stayed off Mukalla.

The return to Aden at the end of May coincided with Egyptian sabre-rattling, and this was matched in Aden by a worsening of the internal security situation, and Puncheston was kept busy providing guards on the detainees kept in the prison cages of H.M.S. Sheba.

RIPE AROMA

All June was spent in and around Aden, assisting in the internal security role and carrying out local patrols. The dhow boarding parties became very familiar with the internal construction of them, and with the ripe aroma that emanates from several hundred sheep that have been at sea for a week.

Patrols continued during July and, towards the end of the month, a return to Bahrain, followed by a final visit to Dohar, in Qatar.

Recommissioning at the beginning of September, Puncheston looked back on an eventful year in which those on board worked hard, played hard, enjoyed themselves and made the name of "Punch" known as the most heavily gunned minesweeper in the Middle East.

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How he got that sinking feeling



Token scrapped after 22 years

Of the more than 30 "T" class submarines built in a crash programme during the Second World War, only five now remain in service with the Royal Navy.

The latest one to sever her connection with the Service is H.M.S. Token, who made her last dive off Portland on September 8, after 22 years' service.

Token is now being destored and will be scrapped unless some other navy wants her.

The five remaining "T"s are Thermopylae, Tiptoe and Truncheon, belonging to the First Submarine Squadron at Fort Blockhouse, and Tabard and Trump, which have been operating with the Royal Australian Navy.

These five were rebuilt between 1951 and 1956. They were cut in half, and a new section, accommodating extra engines, fitted, giving a greatly increased submerged speed.

Bottle of champagne, in a mini ice floe, brought back from the exercise for presentation to the Flag Officer Submarines

H.M.S. Olympus, the patrol submarine, had an exciting expedition when she penetrated farther under the Arctic ice than any other British submarine has ever done.

Searching for natural holes in the Arctic ice was a hazardous operation, for many of the "holes" had huge ice floes, as heavy as the submarine, floating in them, and often moving at speed.

ON THE QUI VIVE

It is essential for a conventional submarine to change the air and to charge her batteries from time to time, necessitating the snorkel tube being raised to the surface.

Thus, the greatest care is necessary when searching for ice holes, and everyone has to be on the qui vive for almost vertical surfacing and diving.

Olympus was on a joint exercise with the French submarine Narval, the French depot ship Rhone, and four French aircraft.

Acting as film camera man

during the exercise was Lieut. Timothy Norman-Walker, fresh from a day's acquaintance with Southern Television, and well stocked with books on the technique of camera work and script writing.

When the submarine surfaced in an ice hole, Lieut. Norman-Walker was left in a dinghy to take a picture of Olympus emerging again from a dive.

As the submarine went down (pictured above), he said he thought to himself that if the same hole was not found again to surface, "I would have an awfully long way to row home."



CE James Gibson

When the Flag Officer Submarines (Rear-Admiral I. L. M. McGeoch) visited the Far East he presented the British Empire Medal to Chief Electrician James Gibson, aged 45, who has served 25 years in submarines and 30 years in the Royal Navy. He is now in H.M. Submarine Auriga

TABARD SAD—WRENS WERE NOT FOR SUBS

When H.M.S. Tabard, commanded by Lieut.-Cdr. N. B. Shacklock, arrived at Auckland on July 22, after a quiet trip from Sydney, she was welcomed by the New Zealand Navy's newest ship, H.M.N.Z.S. Waikato, and a right royal welcome it was, too.

The shore establishment, H.M.N.Z.S. Philomel, also took its foster duties seriously, and fed, bedded and laundered the ship's company in the most appropriate fashion.

Two days after arriving, and while torpedoes were being disembarked, embarked and re-arranged, Tabard was called

upon to act as a background for Wren recruiting photographs. Rumour ran rife until the ship's company was informed that the recruiting was not for the Submarine Service.

Five weeks exercising with the New Zealand Navy followed. Mines were laid, torpedoes fired and a night harbour penetration exercise was carried out with the Ranger Squadron of the New Zealand Army.

Of the six week-ends spent in New Zealand, four were spent in Auckland, where the entertainment was continuous, the other two being spent in Mount Maunganui, port of Tauranga, and Whangarei, a rapidly expanding city in the province of North Auckland.

Sporting fixtures were numerous during the visit, and, says our correspondent, "Tabard maintained its name for being good winners but, on the whole, better losers."

H.M.S. Tabard returned to Sydney on September 2, con-

tent from a very friendly and worthwhile sojourn across the Tasman, and the firework display as the submarine left Auckland showed that the hosts were also sorry to see the visit had ended.



Oberon at anchor in coral atoll

Admiral's visit 'Home again'

Last month the Flag Officer Submarines, Rear-Admiral I. L. M. McGeoch, visited his native Helensburgh, touring all submarines of the Third Submarine Squadron.

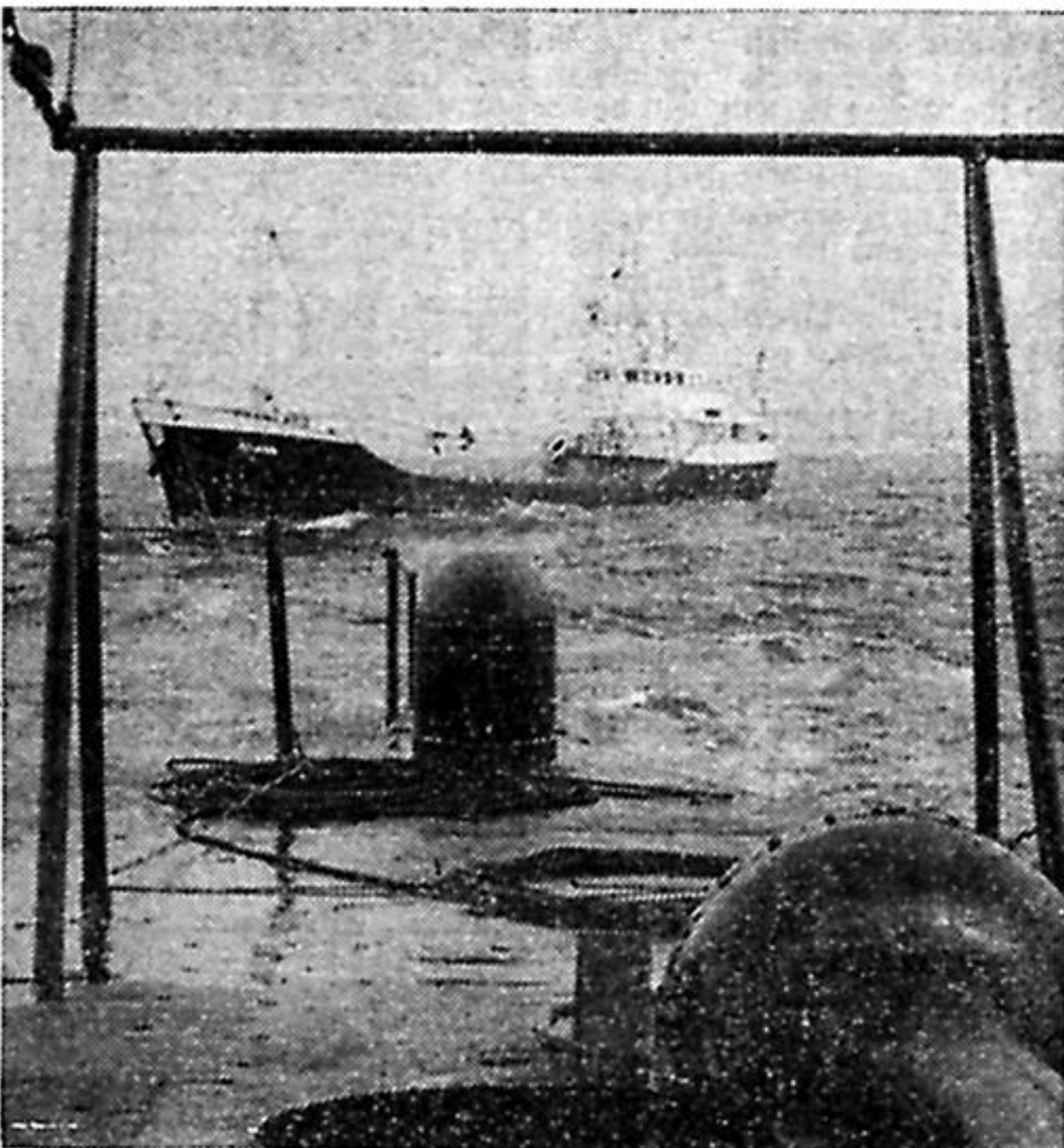
He flew his flag in the submarine depot ship, H.M.S. Maidstone, for the period of his visit.

RESCUED

H.M.S. Token towing the Danish merchant ship Upnor clear of the Dubh Artack reef off the west coast of Scotland. After 12 hours, Token handed over to the tug Labrador, and Upnor was taken to Belfast for repairs



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Home loan advice

Four thousand successful applications by ratings for interest-free mortgage loans is undeniable indication of the value of the scheme, and out of that large number it is not surprising to learn that a few have found the "fringe" financial demands of house purchase to be unexpectedly high.

Help given by the Royal Naval Benevolent Trust suggests the wisdom of examining common grounds of difficulty in order that others may have a clearer picture of everything involved.

Social pressures for acquiring the expensive paraphernalia of modern living by "easy" instalments can only be a matter for individual common sense, but where couples are launching into a complete unknown of rates, taxes, fuel, and repairs, only good can come of making the fullest advice available.

Eligibility for removal and disturbance allowances, for instance, can lead to a costly misunderstanding. Although the complexity of the regulations is evidence of the effort to give the widest possible interpretation, the continuing re-examination of them could usefully take the mortgage scheme into account.

The time would also seem to be opportune for allowing officers the benefits of the scheme.

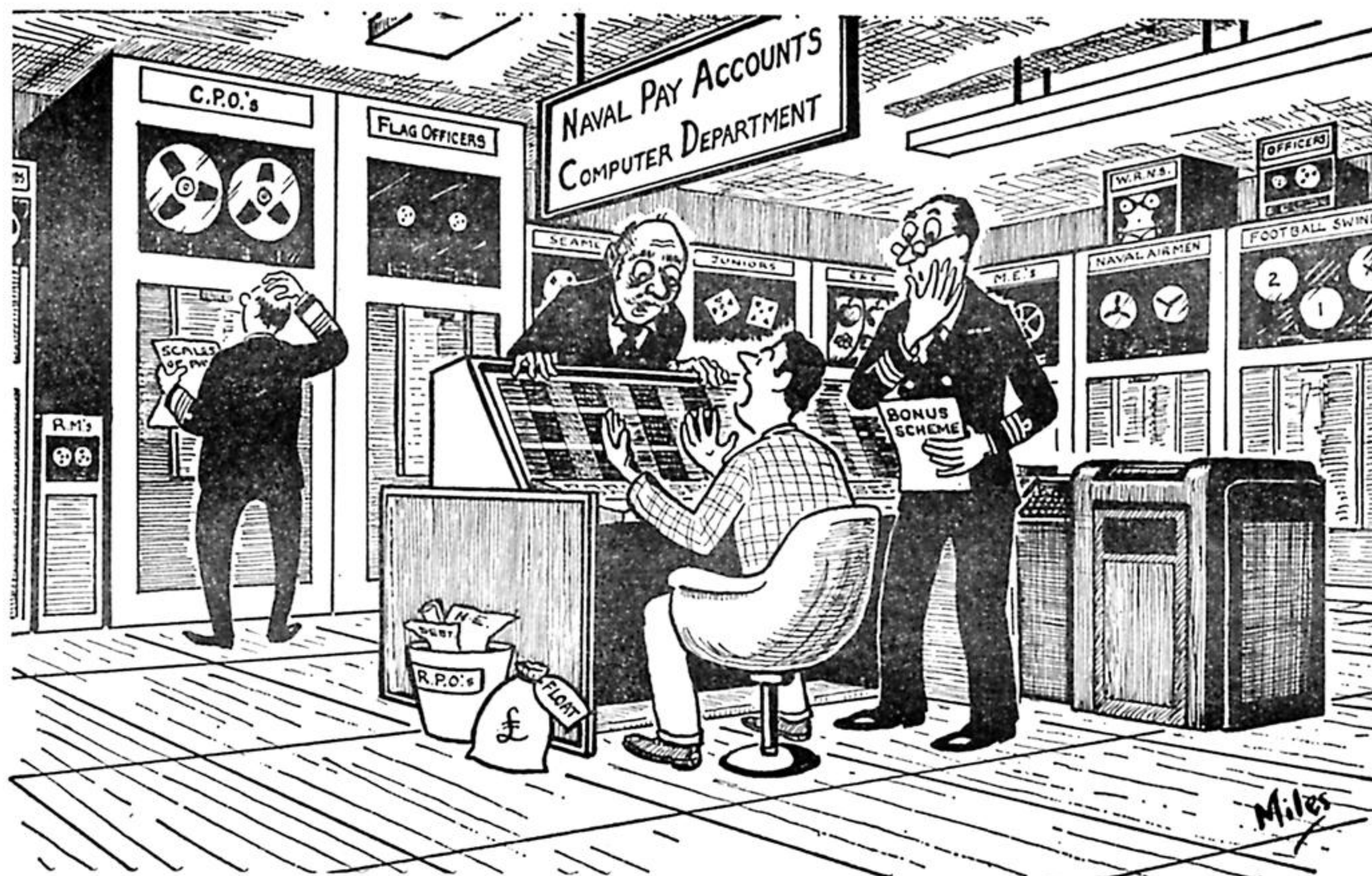
Our friends

Talk of "the longest way round being the sweetest way home" usually has a romantic attachment, but it can also claim application to the Royal Navy at the present time.

By one of those quirks of fate, "withdrawal" from Simonstown has been followed by the biggest British naval presence for years, and thousands of sailors are discovering for the first time the warmth of a South African welcome.

Reported one warship returning from lands all over the Far East: "There is no doubt that the South Africans were among the friendliest people encountered, and their hospitality second to none."

In the war, men aboard countless troopships were cheered on their way in similar fashion, and the new demonstrations of regard are a timely reminder of the affection which binds at the level of ordinary people.



"It's gone on strike for less pay!"

NAVY'S 'MOST ADVANCED' COMPUTER Writers' robot for pay records

by
ABACUS

The erection of a large four-storey office block, with an attached computer building, is being started this year adjacent and to the west of Fort Rowner, Gosport, sharing access roads with the large married quarters estate in Rowner.

The computer is scheduled to be housed and ready for operation in the spring of 1969, and the main office block within the ensuing 12 months.

The plan is to centralise on the computer, between 1969 and 1972, all pay and allotment details, together with the drafting, advancement and pensions records of the Royal Navy and Royal Marines.

mid-1969

The W.R.N.S. and Q.A.R.N.N.S. will also be included but to a lesser degree.

"Computerisation" of the Fleet will proceed on a ship-by-ship basis, starting about mid-1969, and completing, for pay affairs, by the end of 1971.

It is intended that the establishment will be under the overall command of a senior naval officer, and will employ eventually between 700 and 800 naval and civilian personnel.

Service personnel, mainly from the Writer Branch, will be drawn from existing establishments such as the Naval Drafting Offices at Haslemere (H.M.S. Centurion) and the Fleet Air Arm and Submarine Drafting Offices at Lee-on-Solent and Fort Blockhouse.

Drafting, too

These establishments will close and centralise at Fort Rowner, as will the Director of Drafting, Pay and Records Royal Marines and his staff. Additionally, naval personnel are expected to participate in the running of the Computer Division.

Civilian personnel will number about 500. They will either be drawn from existing staffs (for instance from P.D.A.(N)'s Department at Bath), or will be recruited locally. They will be chiefly of the clerical and machine grades, and many will be employed in the Computer Division on such duties as coding, or punching and verifying.

present-day accounting in the Fleet will be dispensed with, and in their place a simple, more efficient and more easily understandable form of computer accounting substituted.

The quality of a Writer's training will need to be just as high as it is now—rather more so, because he must be equipped to give an accurate and personal service to the customer.

The technically-minded may be interested to know that the installation will be an I.C.T. 1904E System, and will include a very large direct access disc storage device.

Improvement

Details of the new accounting system and changes which affect the Fleet will be announced in further D.C.I.s. The theme throughout this project has been that the introduction of a computer gives the chance of improving the service to the Fleet and to the individual. This will be done with the help and interest of all concerned.

Second of six new survey craft

H.M.S. Beagle, second of six new coastal survey craft, was launched on September 7 at the Lowestoft shipyard of Brooke Marine Ltd. by Mrs. G. S. Ritchie, wife of Rear-Admiral G. S. Ritchie, the Hydrographer of the Navy.

The first of the class, H.M.S. Bulldog, was launched at the same yard on July 12 by Lady Bush, wife of Vice-Admiral Sir John Bush, Vice-Chief of the Naval Staff. The others will be named Fawn, Fox, Pelican, and Porcupine.

With a displacement of just under 1,000 tons and an overall length of 190 feet, Beagle will have a maximum speed of 15 knots.

Her cruising range of over 4,000 miles will enable hydrographic survey work to be undertaken in coastal waters anywhere in the world.

LATEST EQUIPMENT

Specialised equipment for this task includes the latest echo sounders, a precision ranging radar set, a Decca "hifix" fixing system, automatic steering, and a new design survey motor-boat.

H.M.S. Beagle will be fitted with a passive tank stabiliser to reduce rolling, and will be air-conditioned throughout the living and working spaces.

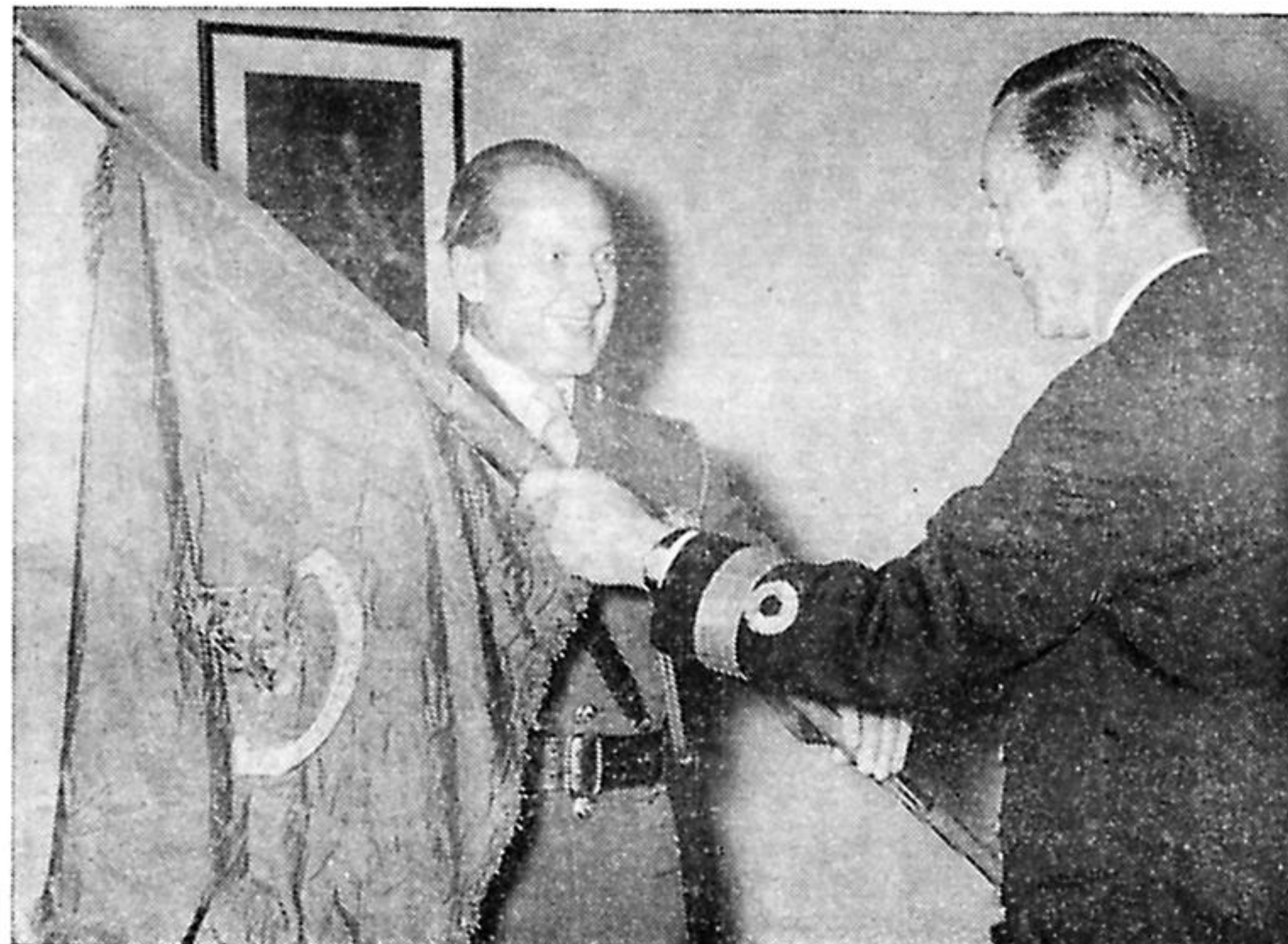
IRON DUKE MEMORIES

Mementoes of H.M.S. Iron Duke were handed over to the Army in the person of Brigadier A. Firth, Deputy Colonel of the Duke of Wellington's Regiment, at Portsmouth on September 12.

Pictured below making the presentation is Commodore H. Lee, Commodore of the Royal Naval Barracks, who said the trophies—a crimson regimental flag and two tampions (one converted into a decorative fire-screen) from the battleship's 13.5-inch guns—had been in the barracks trophy store since Iron Duke paid off. They were simply gathering dust there, "so I thought it was appropriate to let the regiment have them," said the Commodore.

The Brigadier promised to return the trophies should another Iron Duke join the Navy, saying "If ever there is one, let us hope that she's an assault ship, and that the Duke of Wellington's Regiment can go to sea in her."

The trophies are going to the regiment's museum at Halifax. They might eventually go to the Officers' Mess at Chatham when the 1st Battalion returns from Cyprus in November.



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HERMES HOME ON LEAVE

A page of memories to mark the arrival at Portsmouth on October 2 of H.M.S. Hermes, which steamed home from the Far East to give leave, and thus reduce the length of family separation.

After a month in port, and a change of command—Capt. D. G. Parker is taking over from Capt. T. T. Lewin—the carrier will be off again in about a month, heading east.

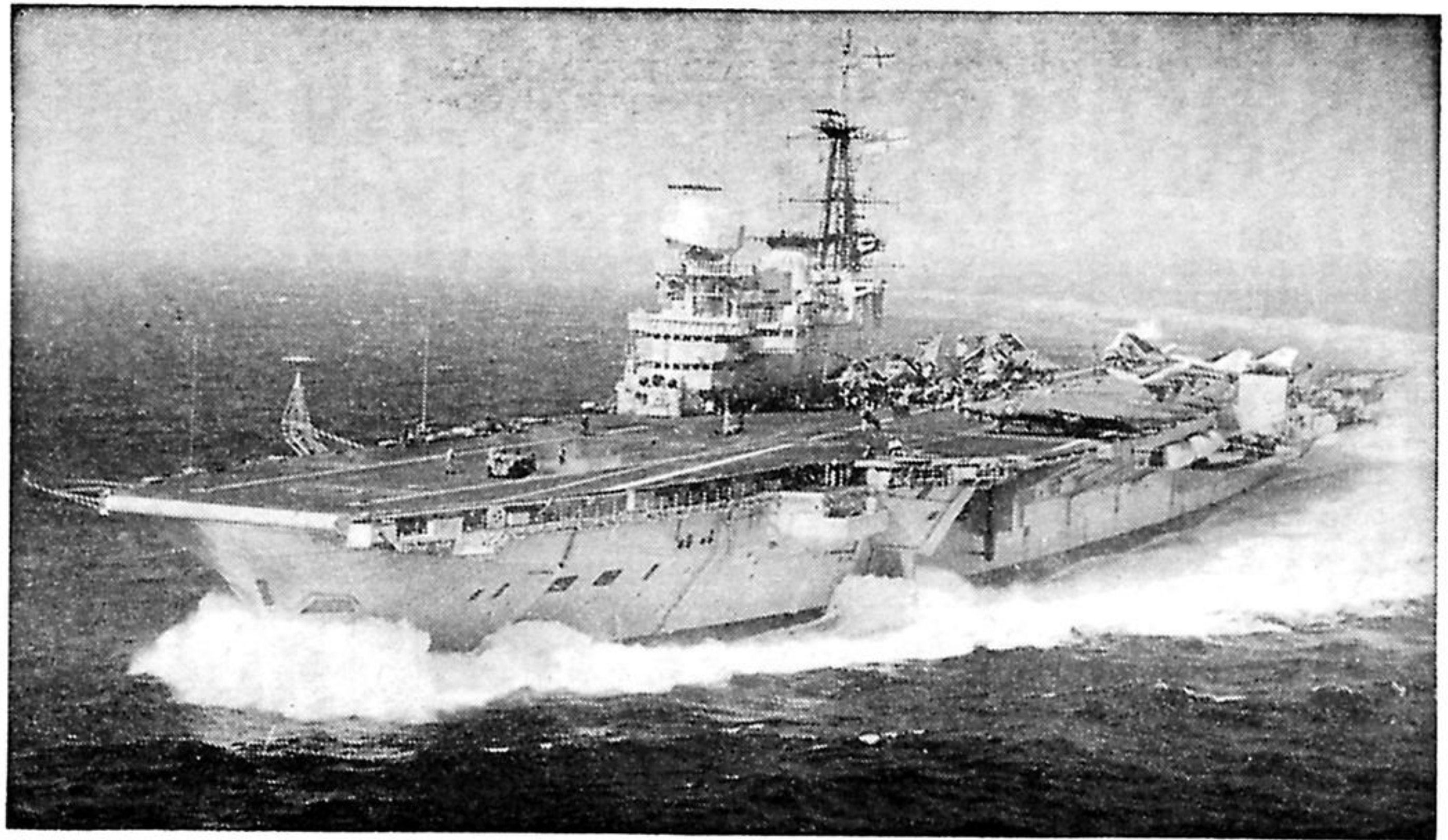


BOOMERANG.—Clutching a souvenir boomerang from his visit to Fremantle, West Australia, is LAM Anthony Kelley, of Plymouth. His companion with a toy bear is LAM David Allum, of Saffron Walden (Sussex)



POPULAR GROUP.—The Hermes group, C'est Ca Combo, has played in night spots at the ship's ports of call. They are LREM Edward Lomas (lead guitar), Musician Gary Brownrigg (flute), Musician Dennis Marsh (drums), Musician Michael Eastbrook (trombone), ME Quinton Caldwell (rhythm guitar), and ME Robert Johnson (bass guitar)

BEARING GIFTS.—Jovial purchaser for a Kuala bear at Fremantle was LNA David Martin, whose family live at St. Saviours, Jersey

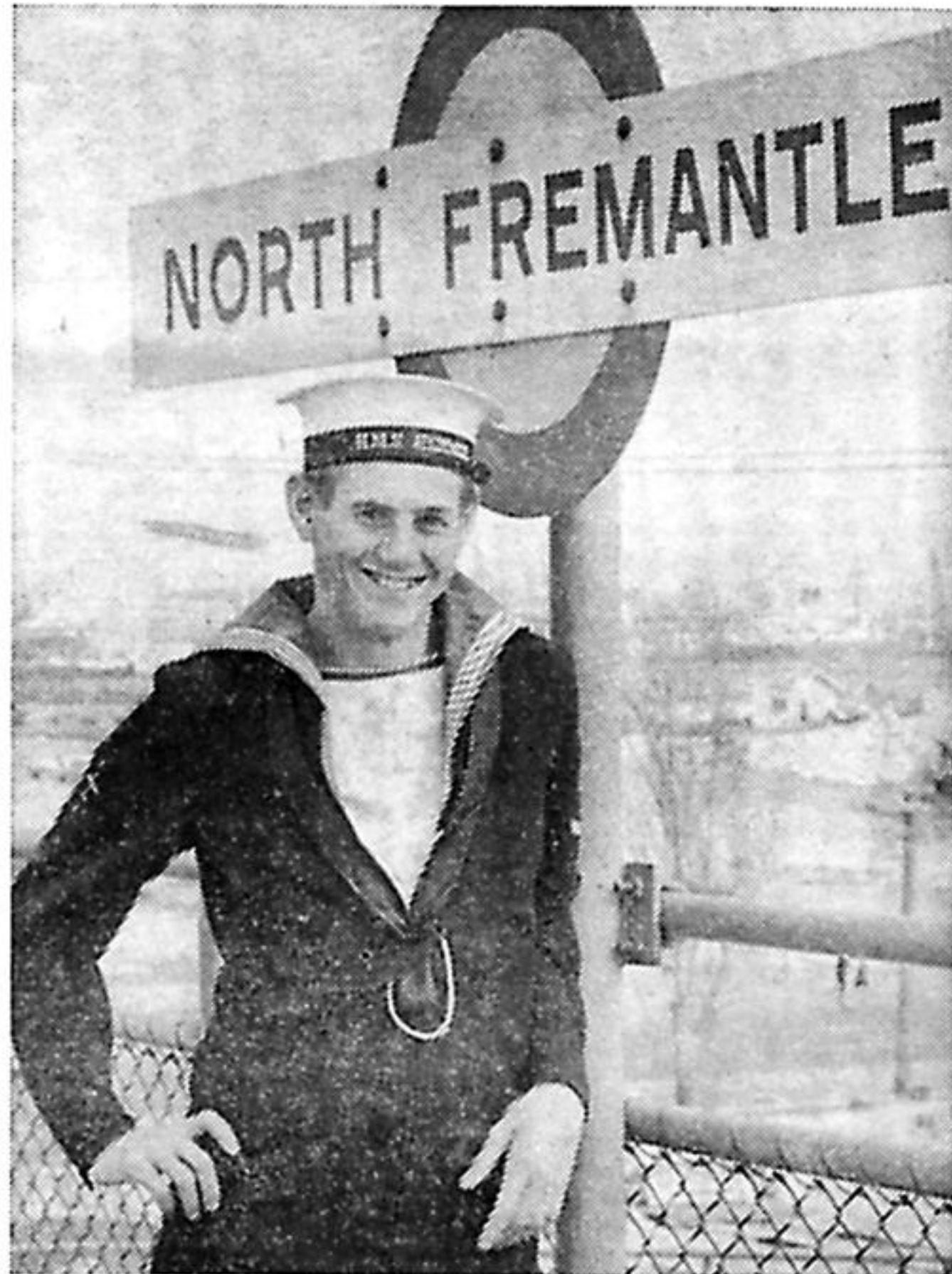


Pictured proof

A picture with a proof for NAM James Robinson, of Stafford, to show his friends he really had been to Fremantle in Western Australia.

When Hermes spent a week's recreational visit at the port, the ship's company gave a party for 250 needy children. James was one of the entertaining "pirates for a day."

Below: CPO Michael Woodland, of Hertford, helping to cut a celebration cake with St John Bishop, of Aborfield (Bucks). The occasion was the 3,000th sortie flown by the carrier's helicopters. Chief Woodland is in charge of the aircraft maintenance team of 826 Squadron.



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LACK OF RAIN BEAT ROYAL MARINES

Portaging—the business of carrying a canoe around an obstacle, or from one stretch of river to another—is an accepted part of canoeing, but when a portage lasts about 50 miles it can be said that something has gone wrong.

The "something that had gone wrong," and which defeated the attempt by a party of officers and men of No. 42 Commando to cross Malaya from the Malacca Straits to the South China Sea, was the exceptionally dry weather which had reduced the River Serling to a muddy stream, with seldom more than 18 in. of water.

The party, led by Lieut. J. Weston, R.M., succeeded in covering more than 200 miles of the 250-mile cross-country expedition. The journey took eight days.

SHIP BELLS FOR LATEST ABDIEL

About 20 members of the previous two Abdiel's ship's companies will attend the commissioning ceremony of the latest vessel of the name, at Woolston on October 16.

The sight of both the previous ships' bells should have a nostalgic effect. They have been presented to the new Abdiel, and will be kept on board until the ship pays off.

LATEST FILMS FOR NAVY

Smile raising guaranteed

One long laugh is the promise of the latest list of pictures released by the Royal Naval Film Corporation for showing to the Fleet.

If it isn't comedy it is farce, ranging from the inevitable adventure-glamour special-agent stuff to the saucy and sophisticated. Excellent antidote for a draft to anywhere.

A Countess from Hong Kong.—Sophia Loren, Marlon Brando. The story of a rich American diplomat and a Russian emigreé refugee from Hong-Kong. The film is charming, funny and farcical by turns, with music and direction by Charles Chaplin. (Rank.)

Caprice.—Doris Day, Richard Harris. Industrial spying comedy with a slightly serious undertone. Played with engaging speed and gaiety, the excitement and mystery are well sustained. (20th Century Fox.)

Meet Whiplash Willie.—Jack Lemmon, Walter Matthau. An ingenious story about an attempted insurance swindle. The plot verges on the brink of farce, but it is played fast and put over well by its stars. (United Artists.)

In Like Flint.—James Coburn, Lee J. Cobb, Jean Hale. Another super-special-agent Flint adventure. Story and gadgetry fantastic, treatment amusingly tongue-in-cheek, girls and settings glamorous. Good light hearted fun. (20th Century Fox.)

Barefoot in the Park.—Jane Fonda, Robert Redford, Charles Boyer. A jolly and witty story about newly-weds and their adventures when settling into their new apartment. Lighthearted, saucy and funny. (Paramount.)

A Funny Thing Happened on the Way to the Forum.—Zero Mostel, Phil Silvers, Buster Keaton. Based on the stage success, the story is so chaotic it hardly matters. The film is utter escapism and contains much that is clever and funny. It moves in a fast and furious style. (United Artists.)

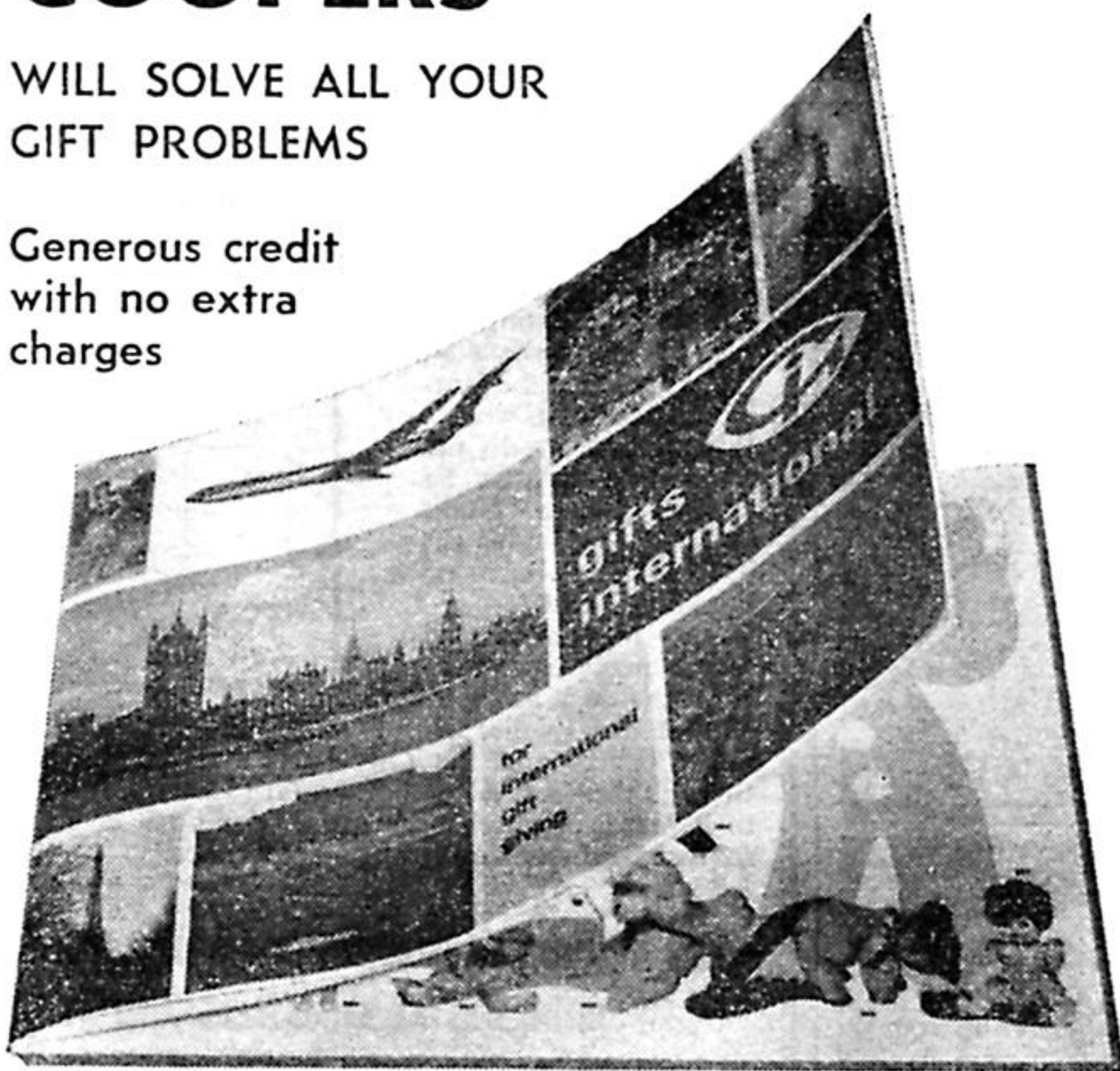


Heart-to-heart talk for newlyweds Jane Fonda and Robert Redford in "Barefoot in the Park," one of the latest film releases for the Navy

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APPOINTMENTS

Sir Desmond leaving Defence Council

Admiral Sir Desmond Dreyer, the Chief Adviser (Personnel and Logistics) to the Defence Secretary, a former Second Sea Lord, is to be succeeded by General Sir Charles Harington.

Vice-Admiral I. L. T. Hogg, the former Flag Officer Medway, is to become Vice-Chief of the Defence Staff in November, in succession to Lieut.-General Sir George Cole.

Rear-Admiral P. U. Bayly, who has been appointed to succeed Vice-Admiral Sir Hugh Martell as Chief of the Allied Staff at the NATO Southern Europe headquarters, has been promoted to Vice-Admiral to date September 29.

The Flag Officer Medway and Admiral Superintendent, Chatham, Rear-Admiral J. Parker, was promoted to Vice-Admiral to date September 30.

Other appointments recently announced include the following:

Capt. D. G. Parker, Hermes in command, October 16

Capt. M. S. Ollivant, Albion in command, December 24.

Capt. B. McHugh, Terror in command, January 24.

Capt. I. S. S. Mackay, Scarborough in command (Captain, Dartmouth Training Squadron), December 14.

Cdr. R. J. F. Turner, Lincoln in command, February 5.

Lieut.-Cdr. D. J. R. Chapman, Crayford in command, April 8.

Lieut.-Cdr. B. R. Outhwaite, Exmouth in command, February 22.

Lieut.-Cdr. M. J. A. Hornblower, Fulmar for 803 Squadron in command, d.t.b.r.

Lieut.-Cdr. D. J. Bradby, Rothesay in command, d.t.b.r.

Lieut.-Cdr. G. A. Cole, Warsash in command, November 10.

Lieut.-Cdr. E. R. Humphrys, Curzon in command, January 5.

Lieut.-Cdr. I. W. Powe, Walkerton in command (S.O. 7th M.C.M. Squadron), Act. rank of Cdr., October 30.

Lieut.-Cdr. C. R. V. Doe, Troubridge in command, February 26.

Lieut.-Cdr. H. Mucklow, Whitby in command, September 30.

ALBION WAS NOT DELAYED

Forty-eight hours before the command ship Albion was due to leave Portsmouth for the Far East, the main channel out of the harbour became blocked, and there was a possibility that the ship would be unable to sail.

During the gales on September 5 a sand dredger, moored off Bembridge, broke loose and was swept to the Warner Buoy, three miles from the entrance to Portsmouth Harbour. There it was taken in tow by the naval tug Samson.

While being towed up harbour, however, the dredger sank off Clarence Pier.

Divers and dockyard salvage men managed to shift the dredger to one side of the channel, and Albion was able to sail at her appointed time.

MERMAID'S JOB IS FINISHED

Paying off towards the end of the year to make room for one of the new Bulldog class of coastal survey ships is H.M.S. Mermaid, the 14th ship to bear that name in the Royal Navy.

The present ship's predecessor was a wartime frigate, built in 1944 and sold to the Federal German Navy in 1958, being renamed Scharnhorst.

Mermaid was built as the coastal minesweeper Sullington in 1954, and in 1963/64 she

was converted for hydrographic surveying duties.

During her conversion she was fitted with a specially enlarged bridge and a spacious chartroom. Equipment includes two echo-sounders; a high definition radar set with an accurate range-measuring panel; and Decca Hifix, an electronic system for accurately fixing the ship's position during surveys.

Her survey duties during the three-and-a-half years of active life with the "buff funnel navy"

have taken her to the North Channel between Scotland and Ireland; the Firth of Clyde; as well as smaller areas in the Bristol Channel and off the south coast of Cornwall.

HOVERCRAFT TO FALKLANDS

The Navy's first hovercraft unit—Naval Party 8902—which commissioned at Lee-on-Solent on September 15, is to leave shortly for a trials period in the Falkland Islands.

A rare sight on the seas to-day as this square-rigger in full sail approached Portsmouth. She was the graceful Argentine ship Libertad, which was paying a return visit to Portsmouth

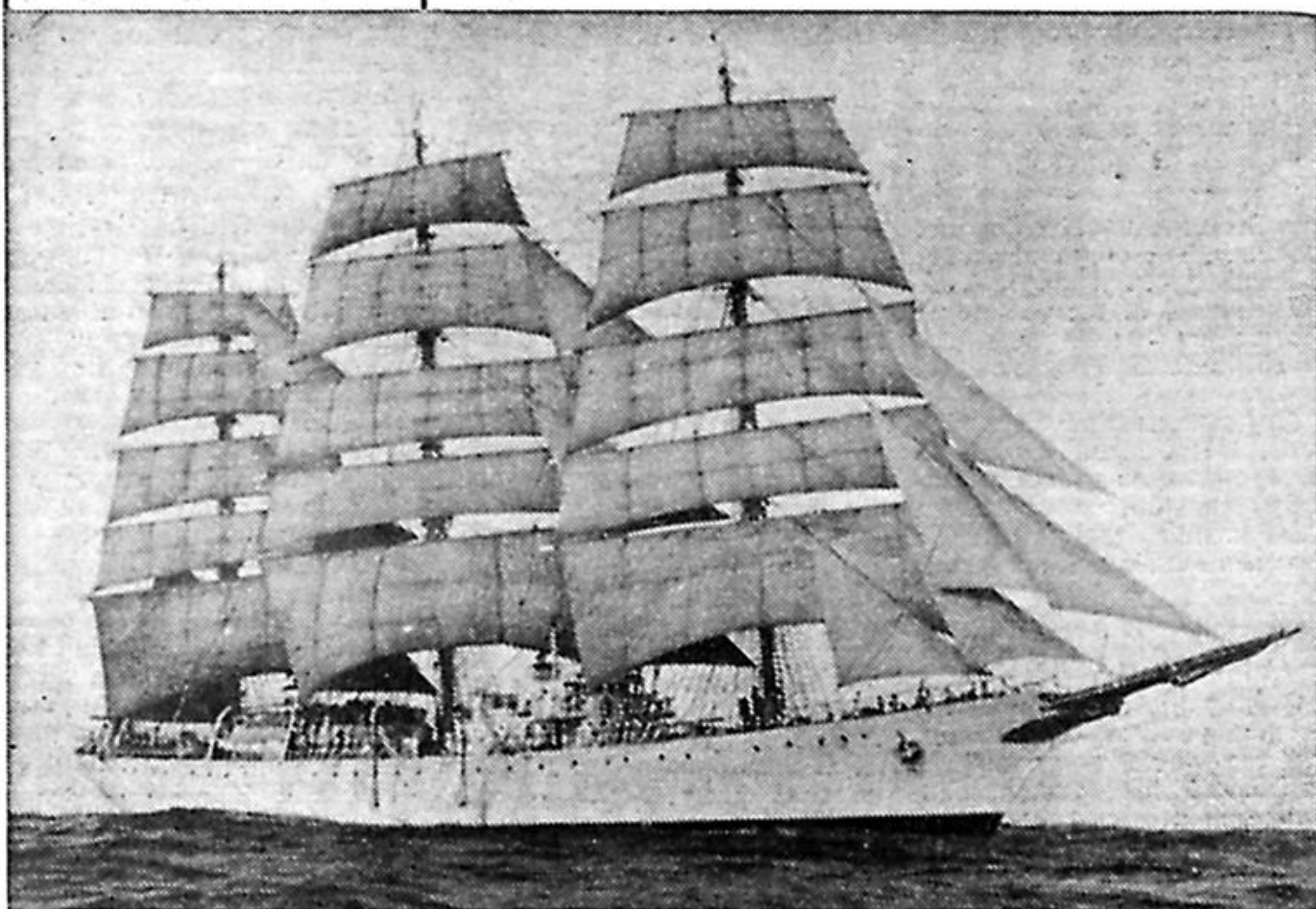
The 'News' Diary

Navy of many tongues

NAVY NEWS OCTOBER 1967



Lieut.-Cdr. Alan Cooper



Chief Constable's commendation

Late one night in High Street, Glasgow, EMI Frederick Edwards was making his way homewards when he saw a man smash a shop window and make off with a roll of carpet.

He detained the man, despite threats and abuse from people loitering near by, and handed him over on the arrival of police.

For his public-spiritedness in "having a go," EMI Edwards has received from the Chief Constable of Glasgow a letter commending his action and a monetary award of £5.

Aged 24, EMI Edwards belongs to Glasgow, his home being in the Springburn district of the city. Joining the Navy in 1960, he has had a tour of duty in the Far East, and has been attached to the staff of Clyde Division, Royal Naval Reserve, since September, 1965.

A POPULAR VISITOR TO INTREPID



Even Navy Days are more worth while when the visitors include charmers from Italy. Miss Gabriella Corsiglia, of Genoa, poses prettily on board H.M.S. Intrepid at Plymouth

RESCUED BABY SEAL

A baby seal stranded on the mudflats in the harbour at H.M.S. Lochinvar was rescued by PO E1 Eric Payne, who works in the Base Maintenance Party at the establishment.

When saved by PO Payne, the seal was in a distressed condition and under attack by seagulls. He fed it on milk and sardines and soon had the orphan back in shape. Its temporary home was the loop shed at Lochinvar.

PO Payne, whose home is in Greenock, plans to release the seal in the Forth. In the picture, holding the seal, is AB Alderson, of Newcastle, who works in the loop shed.



Farewell to the Victory ship

The Victory ship in Portsmouth Dockyard has lost a well-known personality now that CPO Edwin C. Cappleman, coxswain in charge of the guides, has retired at the age of 51. He had been in the Navy 34 years, after a spell in the Merchant Navy.

During the five years he formed part of the ship's company of Nelson's old flagship, CPO Cappleman welcomed thousands of visitors on board, from all parts of the world.

A gunnery rate, CPO Cappleman, in his younger days, was a long-distance runner, and represented his ship in the Mediterranean Fleet Marathon of 1935 and the China Fleet Marathon, of 1938-39. His other great interest is sailing.

Before "going ashore" for the last time, CPO Cappleman was received by the Commander-in-Chief, Portsmouth, Admiral Sir Frank Hopkins.

His departure comes at an interesting point in the history of Victory. In August this year, the number of visitors for the first time topped the 100,000 mark. The annual figure is around 400,000, and is steadily increasing.

One of the Royal Navy's 200 bi-lingual officers (some speak three or more languages) was called upon when the Argentine Navy ship ARA Libertad paid a return visit to Portsmouth Command on September 14.

Lieut.-Cdr. Alan D. Cooper speaks Spanish, and acted as interpreter during the stay.

For practical operational reasons, and also as a courtesy to foreign visitors it has dealings with, the Navy has a permanent list of officers who can be called upon to serve as interpreters as the occasion demands.

About 30 different languages are catered for, including Serbo-Croat, Chinese, and Finnish. Admiral of the Fleet Earl Mountbatten is on the interpreters' list as speaking French and German.

In the current list there are 35 officers who speak Russian, while only one speaks Portuguese, and only one, surprisingly, has Malay, though hundreds of Navy men have lived in Singapore.

Lieut.-Cdr. Cooper has been

secretary to the Chief of Staff to the Commander-in-Chief, Portsmouth, since April last year.

Dieppe veteran at anniversary

When men of 40 Commando, Royal Marines, in Singapore trooped their regimental colour on the 25th anniversary of the Dieppe Raid, the only known Royal Navy veteran of the famous attack on the German stronghold still serving in the Far East was present—content to watch modestly from a seat in the spectators stand.

He was bearded 48-year-old Lieut.-Cdr. George Lush, Assistant Captain of Singapore Dockyard, whose home is at Portsmouth, and former Master Rigger at Portsmouth Dockyard.

A boy entrant into the Service, Lieut.-Cdr. Lush was a petty officer and acting coxswain of the old Hunt class destroyer Calpe, which was the controlling ship, and sailed close in to the beaches during the landing operations.

Lieut.-Cdr. Lush, a survivor of the destroyer Dainty when she was lost off Tobruk, was commissioned in 1949, and was awarded the M.B.E. for his services in the Antarctic. He built the 1956 International Geophysical Year Base at Halley Bay in the Weddell Sea, to which he later returned as leader of the British expedition.

IN OTTAWA

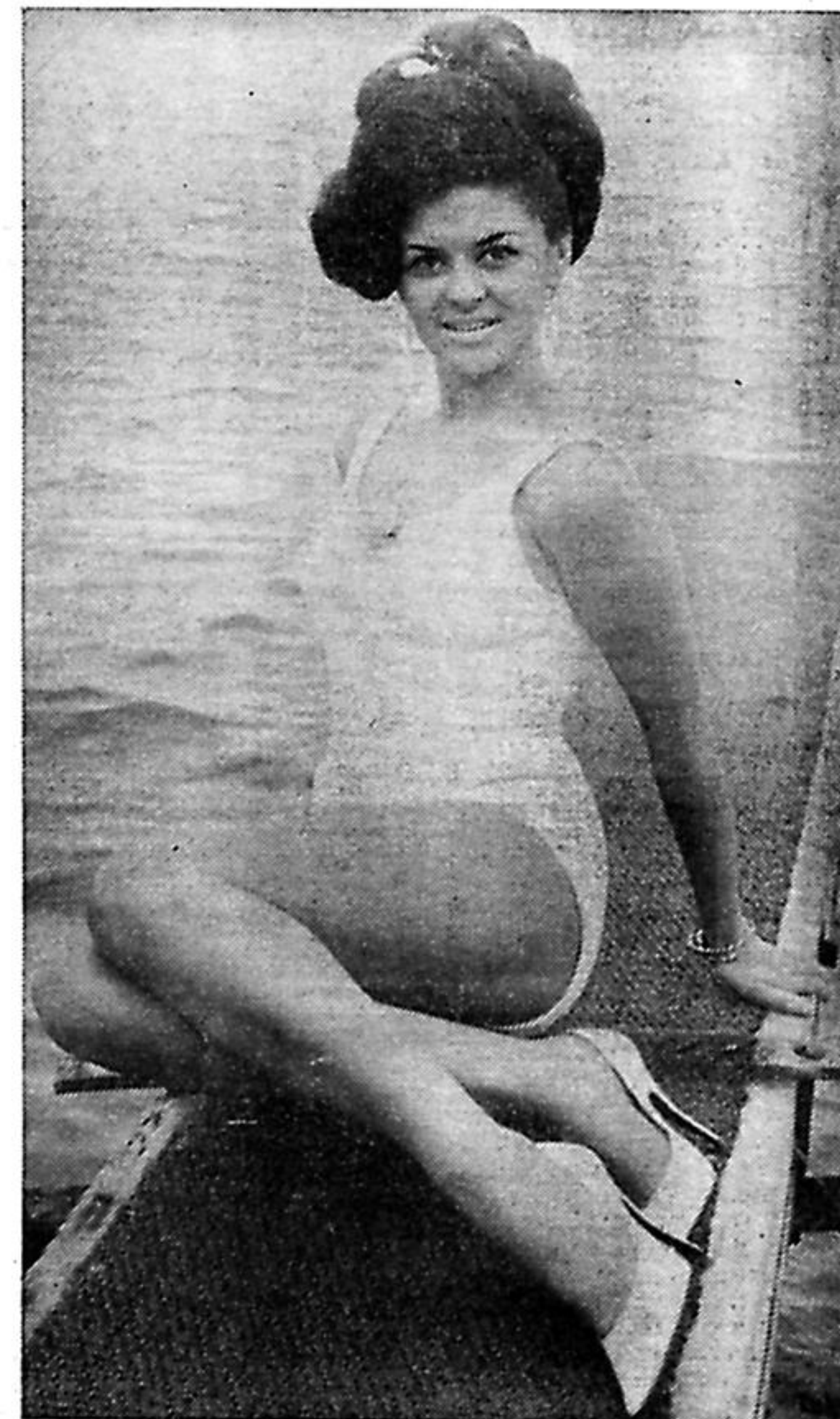


LS Michael Deadman

The only rating at H.M.S. Howard, the Canadian headquarters of the Royal Navy in Ottawa, is Leading Steward Michael Deadman, aged 24, currently serving as captain's steward and driver. His wife Mavis lives at Purbrook (Hants).

Michael's mother was recently in the news as the first nursing officer of the St. John Ambulance Brigade in Hertfordshire to be appointed a three-star officer.

His sporting interests include shooting—he represented the Navy in Singapore—and his hobby is making home movies.



BEAUTY EXPERTS.—When Bangor (Northern Ireland) held a beauty competition, the organisers turned to experts in selecting the winner. H.M.S. Ulster was on a visit to the port, and who better than the Navy to judge form? The young lady pictured above was the Navy's choice

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DECISIONS OF THE ANNUAL CONFERENCE

Reunion a 'must', no parades, same subs.

Important business at the 40th annual conference of the Royal Naval Association, held in London on September 9, was dealt with at surprising speed, resulting in this comment by the incoming President, Admiral Sir David Luce: "I have noticed what I would describe as a real sense of purpose among all of you here today. It augurs well for the future of the Association."

The main decisions were these:

The reunion at the Festival Hall is to continue. The annual parade is to be abandoned. The present subscription arrangements are to continue until 1968, and no alteration can take effect in future without the approval of the conference. The Lord Mayor of Westminster (Alderman A. C. Barrett) welcomed the delegates.

'Good fresh air'

In his presidential address, Admiral Sir Frederick Parham mentioned that "a lot of important things had happened since the last conference, and a large number of people had done a great deal of hard work."

He went on: "While I deplore and resolutely refute some few unworthy and senseless suggestions that those who bear the burdens of responsibility for the governing of this association are not actuated by the highest principles of loyal and thinking service, I believe on the whole the air that has blown through the association has been fresh and good, and that we can now go forward with a better understanding of the problems that there are."

"Let us for goodness sake realise no one is ever wholly right or wholly wrong, and our job—every one of us—is not to go rushing around looking for notes in other people's eyes, but do our damndest unselfishly and solely for the good of the association."

Admiral Parham referred to the various suggestions for



THE ROYAL NAVAL ASSOCIATION

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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

economies or raising funds, and said there was no possibility of obtaining accommodation in any of the Ministry of Defence buildings, nor in a naval establishment at Portsmouth or Chatham. He pointed out that unless they could get an alternative headquarters free, there was practically no advantage to be gained by any change.

Concerning the draw to raise funds, conference was told that at present, outgoings exceeded income by £200, but it was expected to have an eventual profit of £1,500, and possibly £2,000.

There were no motions of urgency for the conference. Bletchley branch sought to introduce into the agenda rules to restrict the number of associates to a proportion of the full members.

Not 'urgency'

Standing Orders Committee could not accept that this was a motion of urgency. Powers were already provided in the rules for each branch to determine itself, the strength of its own associate membership.

The ballot for the National Council was announced as follows: Shipmates Giles (No. 2), Russell (No. 7), Beale (No. 8), and Crabtree (No. 11). Areas No. 6, 9, and Scotland were unopposed, and there was thus no change in the National Council.

Shipmate Russell was said to be ill, and obliged to resign, and that this would result in a by-election.

The chairman's report referred to the recent subscription storm, and said that more constructive criticism would be more helpful. It also praised the past and present efforts to organise the national draw.

Backlog of work

In the report of the General Secretary, mention was made of illness which had beset the small headquarters staff since April, "but we are all fighting fit again, and are endeavouring to catch up with the backlog of work which has accumulated."

"You will be pleased to learn," said the report, "that in spite of gloomy prognostications made at the extraordinary general meeting, the membership is keeping up."

Reserves at a "dangerously low ebb" were pointed out in the honorary treasurer's report, which stated that for the year ended December 31 expenditure rose by £1,491 over the previous year. On the credit side there was a net increase in income of £357.

Economy warning

"It is not possible to make substantial cuts in expenditure if the association is to continue to function as a recognised national body," declared the report.

The Treasurer said there was some mitigation of the financial situation through the prospects of the draw, but he warned:

"This kind of income cannot

be relied upon to solve financial problems. The only real answer is increased membership.

The mood of the conference became evident in questions which followed the financial report.

As questions came on staffing costs, the General Secretary's car, a gratuity to a former member of the staff, and so on, the blunt comment was heard: "We flogged all this out at the special meeting."

Everybody to one

Quickly the conference went on to the fate of the reunion, and the wholehearted support emphasised by speaker after speaker helped for a moment to set aside thoughts of administration, and reveal the strength of the underlying sentiment which binds the association.

Whatever additional costs might accrue, the R.N.A. wants its reunion. The forest of arms which shot up in favour of its retention left no doubt of its importance and meaning.

One delegate—Battersea—voted to end the reunion.

The report and recommendation on subscriptions went through without comment, and with the presentation of the Pension and Welfare Officer's report, and re-election of the Standing Orders Committee, the delegates found themselves able to get through some of the afternoon business before lunch.

'Felt strongly'

There were times during the afternoon when the passage of business was in marked contrast to the common sense and responsible atmosphere of the morning proceedings.

As requirements of democratic procedure, some ranting and a little clowning were borne with patience and fortitude as delegates who "felt strongly" launched forth with all the power of the mike.

From the branch motions emerged decisions which included the following:

1. No alteration in the annual subscription shall take effect without the approval of the conference.



Admiral Luce
Welcomed by the conference
as the new President of the
Association

2. Life membership may only be purchased by a branch wishing to honour a member's services.

3. That with reference to Rule 6, the proportion of votes cast at any meeting of the National Council shall not at any time exceed the proportionate representations laid down in that rule. (Elected representatives on the National Council are outnumbered by vice-presidents.)

4. The 1968 conference will be held at Slough Naval Club at the invitation of Slough branch.

5. If the draw is a success in 1967, the Draw Committee will be requested to organise a similar draw in 1968.

Pensions criticism

Motions were also carried emphasising the inadequacy of Service pensions, and the problems of Service men who return to the Republic of Ireland on discharge.

A motion which sought to limit the time a member may serve on the National Council was among those defeated.

The business over, Sir Frederick Parham rose and said, "Shipmates, may I introduce your new President."

Admiral Luce thanked them for the honour bestowed upon him.

"I realise," he said, "that it is going to be a difficult job following Admiral Parham, who has made such a tremendous success of the office."

The Chairman of the National Council thanked Admiral Parham for all his work, wished him many years of happiness.

The delegates gave Sir Frederick a standing ovation.

Death of naval air ace

The death has occurred as the result of a motor accident of Lieut.-Cdr. John S. (Bill) Bailey, R.N. (Ret.), a former naval air ace who, in his 25-year naval career, created a world record for making 2,282 carrier-deck landings.

Before joining the Navy he sailed around the world before the mast in the four-masted barque Moshulu.

During the war he flew Swordfish aircraft in operations in Northern Norway and against the Bismarck in 1941. While serving in Indomitable the ship was hit by six 1,000lb. bombs when covering the last convoy to Malta before the capture of North Africa.

Lieut.-Cdr. Bailey was awarded the O.B.E. in 1944 when in command of a squadron responsible for training with the latest aids in deck-landings, and it was in this appointment he achieved 900 of his deck landings.

He was awarded the D.S.C. while in command of a Sea Fury squadron operating from the carrier H.M.S. Glory, and he was the only British pilot to fly in operations over Korea with the U.S. Air Force, flying Sabre jets.

Coventry memory

H.M.S. Coventry was sunk at Tobruk on September 14, 1942, and the 25th anniversary of the loss was remembered by 40 ex-members of the ship's company, their wives, families and friends, at a memorial service in Coventry Cathedral on September 16.

The Rev. D. L. Peyton Jones, vicar of Salcombe Regis, who commanded Coventry's Royal Marines, read the lessons.

Also present were representatives from other units involved in the raid on Tobruk—Mr. J. O. Maxfield of the Long Range Desert Group, Capt. J. Poyton, Sergeants Blamis and Keats of the Commandos, and Petty Officer Glubb, Naval Demolition Squad.

The Victoria Cross, posthumously awarded to Petty Officer A. E. Sephton, who was killed in an earlier action, was worn at the ceremony by his sister, Mrs. E. G. Bull, who, on behalf of the H.M.S. Coventry "Old Hands" Association, laid a wreath on the memorial plaque in the cathedral's Navy Room.

On September 17 a group of survivors from the raid, together with representatives from H.M.S. Sikh and H.M.S. Zulu, laid a wreath on the Cenotaph in Whitehall.

THE ROYAL OAK ANNIVERSARY

October 14 will be the 28th anniversary of the sinking of H.M.S. Royal Oak in Scapa Flow, when more than 850 men of the Portsmouth Depot lost their lives.

A memorial service will be held that day at the Royal Naval War Memorial, Southsea. Survivors, who will be holding a reunion the previous day at the R.N. Association Club, Pitt Street, will attend the service.

Calling Old Shipmates

J. E. Isaacs (Jigs), Singleton Lodge, 1 Gower Road, Sketty, Swansea, would like to hear from shipmates of 804 Squadron, H.M.S. Emperor, December, 1943-November, 1944, and H.M.S. Indomitable, 800 Squadron.

H.M.S. SHEFFIELD

The cruiser H.M.S. Sheffield left Rosyth on her last voyage—under tow to the shipbreaking yard of Metal Industries, Faslane.

LAST OF EX-LADYBIRDERS STILL SERVING?

An item in a newspaper told Ch Supt D. McCarthy, of H.M.S. Ganges, that an old shipmate of his, Mr. Des. Bishop, was still very much alive.

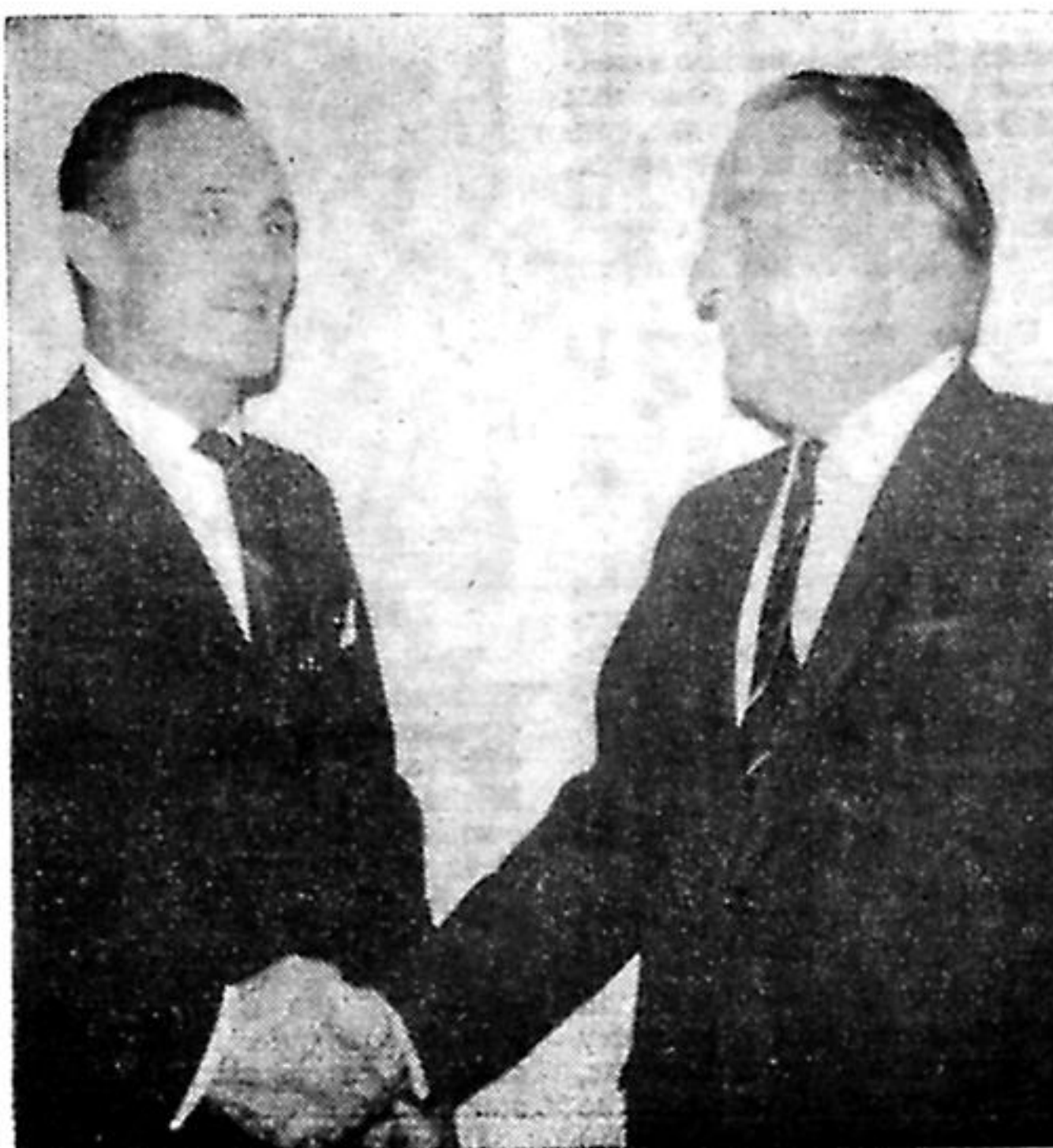
As a result, the two, who served together in the River Gunboat H.M.S. Ladybird, and were together when she was dive bombed and sunk at Tobruk on May 12, 1941, met in Farnham recently.

When Ladybird was sunk Mr. Bishop, now a cinema manager at Farnborough lost a leg, and Ch Supt. McCarthy had a leg broken.

Ch Supt McCarthy joined Ladybird in the Yangtze in 1938 from H.M.S. Cumberland, and Mr. Bishop joined her in 1939.

Ch Supt McCarthy feels he must be one of a few, if not the only one, who served in H.M.S. Ladybird still serving, for he is within the last few months of 32 years service.

Although Mr. Bishop has met several old Ladybirds, CPO McCarthy has met only one other—ERA McDermott, later Sub-Lieut., who now lives in Australia, but as the ship was Portsmouth manned he feels that there are many ex-Ladybirds in Hampshire if he could trace them.



Mr. Des. Bishop (left) and Ch Supt D. McCarthy

Kent had a 'drip'

A party of 41 went from the Sevenoaks branch to the Chatham Navy Day on August 28. "Everything was grand," says our correspondent, Shipmate C. F. Tinker, secretary of the branch, "the weather, the ships, the Royal Marines, the helicopter."

He goes on to say, however, that his party had one "drip." They arrived at Pembroke Gate by coach, but whereas all private cars carried on into the dockyard, the coach was directed into the barracks, and on to the parade ground.

The party then had to climb four flights of steep steps on to the Terrace, walk nearly back to the main gate, down some more steps, and along the North Road into the Dockyard.

On the coach were some elderly people who, by the time they arrived in the 'yard, had to find somewhere to sit down and rest.

Our correspondent ends: "May I, through 'Navy News,' compliment the Navy Day organisers for their very fine show, but ask that next year coaches may park in the Dockyard. After all there were only about eight."



"Wait until she finds out what 'Royal' really stands for!"

ANY FROM H.M.S. RAPID (42-48)?

H.M.S. Rapid has recently commissioned after a long period in reserve, and the First Lieutenant would like to hear from anyone who served in her during 1942-48. Letters should be addressed to The First Lieutenant, H.M.S. Rapid, B.F.F.O. (Salps).

Frigate in 'international incident'

An "international incident" involving a rating's troublesome appendix was one of the interesting memories of H.M.S. Falmouth's recent activities, recalled when the frigate returned to Devonport on August 25 after 11 months away from the United Kingdom.

During that time she steamed 60,000 miles, and as a member of the First Far East Destroyer Squadron was employed on the Beira patrol, and visited Mombasa, Singapore, Japan, Korea, Hong Kong, and Simonstown.

At one time she was undergoing an emergency docking on a Saturday morning, and by 16.00 hours was doing 26 knots to Hong Kong to be available should assistance be required.

After five days there she was dispatched in haste back to Singapore to re-store and thence to the Middle East where the Arab war had started.

However, this was over before she reached Aden, so a diversion was made to Mombasa and another Beira patrol carried out before she started

her return journey via South Africa.

On June 12 a rating developed acute appendicitis, and an attempt to land him at Mogadiscio, Somalia, was thwarted by heavy surf preventing boat traffic in the harbour.

There being no diplomatic relations with Somalia, signals asking permission to land him never reached the shore authorities, and a diplomatic protest ensued alleging "flagrant violation of international norms and of her (Somalia's) sovereignty and territorial waters."

However, the offending appendix was removed by Surg. Lieut. W. M. A. Nobbs, the squadron doctor, in the ship's sick bay. The rating has now fully recovered.



WESSEX TO THE RESCUE

A Wessex V from 707 Squadron, flown by the commanding officer, Lieut. Cdr. Barry Hartwell, was used as flying crane to lift a Sioux helicopter of 41 Cdo. Air Troop on September 20.

The Sioux, on exercise over Dartmoor on forward control operations, became stranded in a quarry due to a defect.

The Wessex from Culdrose was called in to lift the Sioux to a more accessible spot.

With the little Sioux slung underneath, it flew about four miles across country to Plaster Down Camp, where a lorry was waiting to take it to a repair depot.

Gift of a standard

Portsmouth branch of the Submarine Old Comrades Association now has its own Standard which will be carried on all formal occasions.

Mrs. Elizabeth Wade, wife of the branch vice-president, Lieut. K. G. Wade, R.N. (ret.), presented the standard at a ceremony in H.M.S. Dolphin on September 10.

The standard was dedicated in the church of H.M.S. Dolphin, and among those present was Mr. Irving Chapman, founder-member of the branch.

TWO WITH A CENTURY OF SERVICE

It is now more than 40 years since I first met George Edwin Baker, then a young writer, but one who had been in the Navy more than eight years, and had seen active service (writes H.R.B.).

"Bags" Baker, as we all knew him, first entered the Royal Naval Barracks, Portsmouth, on May 15, 1918, and by 1919 was aboard H.M.S. Calypso taking him to his first lot of active service — in Russian waters.

"Bags" was in H.M.S. Renown in 1921 and 1922, being

one of the seamen guard when the Duke of Windsor, then the Prince of Wales, toured India and Japan.

After transferring to the Writer branch, in 1925, George was in the Mediterranean, his ships being Curocoa, Egmont II and Canterbury.

While in Egmont (now St. Angelo) he took a great interest in the choir of Holy Trinity Church, Sliema — an interest in

church work and choir singing which remains to this day.

His last ship was the battleship Ramillies during the last war.

In August, 1945, George started work in the Mess Office of the Wardroom, R.N. Barracks, Portsmouth, from where he retired on September 22.

In his job there, thousands of officers have known him — for everyone a grin and a yarn if they felt so disposed.

On September 21, Cdr. R. E. de M. Leathes, Commander of the barracks, presented Mr. Baker with an inscribed barracks crest and a cheque on behalf of the officers. From his messmates, Mr. Baker received a transistor radio set.

The Christmas Message scheme referred to in the September issue of "Navy News" applies only to personnel of the Royal Navy, Royal Marines, W.R.N.S., N.A.A.F.I., and R.F.A. (not R.A.F. as stated in error).

In Bolshevik uprising

Known to every Roman Catholic who has served in the naval barracks, Portsmouth, during the past 22 years, Mr. J. W. Stott, who has been the R.C. verger to seven Roman Catholic chaplains over these years, retired on September 22.

Mr. Stott joined the Royal Hospital School at Greenwich when he was 11, and his first ship was H.M.S. Kent, the 1901 cruiser, sold in 1920, which was serving on the China Station. He was in the ship at Vladivostok in 1917 during the Bolshevik uprising.

He served in H.M.S. Renown when the then Prince of Wales and a Sub-Lieut. Mountbatten were on board, and later served in H.M.S. Tiger when that ship was commanded by Capt. Gordon Campbell, V.C.

Mr. Stott served three commissions in China, one of which was on the Yangtse with Cdr.

D. P. Evans, who afterwards became Commodore, R.N. Barracks, Portsmouth.

Another officer with whom he served and who eventually served as Commodore of the barracks, was Lieut. now Vice-Admiral Sir K. R. G. Evans, in H.M.S. Courageous.

Service during the Second World War included training of boys in the Isle of Man and a period in a corvette, the Tulip, in the Western Approaches.

Liverpool's home of their own

A five-year struggle by members of the Liverpool Royal Naval Association branch has reached a successful conclusion with the purchase of club premises. All that is left to be done is the fitting of the bar.

The club is in Bowring Park Road, Broadgreen, Liverpool 13, about 150 yards from the Rocket Hotel in Queen's Drive.

Photographs of the Queen and Prince Philip have been promised, and all that is now required is a set of steaming lights and a mast, complete with yardarm and/or gaff.

PHANTOM AT YEOVILTON

Possibly the biggest attraction at the Yeovilton Open Day on September 9, was a Phantom fighter of the United States Air Force.

It was the first chance for the public to see this aircraft, which is to replace the Sea Vixen in the Fleet Air Arm from early next year.

The display was opened by Miss Sheila Scott, the solo record-breaking aviator, who is pictured here with the station's commanding officer, Capt. G. C. Baldwin, and "Miss Heron" — Ldg. Wren Jacqueline Young.

Attendance this year was 15,500, and visitors were able to see well over 50 aircraft as well as a number of helicopters, and many static displays.

No. 3 area loses its President

When No. 3 Area held its meeting at Brighton, the death was announced of the Area President, Capt. Ian Macintyre.

Shipmate W. Briggs, the Area Chairman, said that the late President had been a real leader.

In welcoming the delegates to Brighton, Cdr. Phillips referred to the difficulty of getting youngsters into the Association.

Shipmate A. Legg, the area secretary, reported that as far as the area was concerned, the National Draw was going well.

Members of Gosport branch will be visiting the Jersey branch on October 5, passage being taken in H.M.S. Laleston.



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Gift from Far East Fleet

As a "thank you" for the hospitality he has shown visiting sailors over many years, the Mayor of Fremantle, Sir Frederick Samson, has been presented with a silver cigarette box by the Far East Fleet.

The presentation was made by the Flag Officer, Second-in-Command, Rear-Admiral E. B. Ashmore, at a civic reception for the officers of H.M.S. Hermes and H.M.S. Minerva.

The cigarette box is inscribed "Sir Frederick Samson, from officers and men of the Royal Naval Far East Fleet, in gratitude, 1951-67." Sir Frederick has been mayor during this period.

The Admiral presented the council with ship's crests on behalf of Hermes and Minerva.

Earlier, Sir Frederick, who said he hoped the Royal Navy would be visiting Fremantle for many years to come, presented the Admiral with a cigar box.

Sir Frederick, who is 75, has been a member of the council since 1936. His father and his uncle were former mayors.

His family has had a close connection with the Royal Navy ever since it arrived in Australia over 100 years ago.

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Eagle at Cape Town



Skyline becoming familiar again to Royal Navy men as passage to the Far East involves going round the Cape, through closure of the Suez Canal. Once again there are opportunities to go ashore at Cape Town and explore Table Mountain. Recent visitor to Cape Town was H.M.S. Eagle, seen here alongside. Ten thousand of the residents went over the carrier during her five-day stay.

On the left, the commanding officer, Capt. J. E. Pope, is seen with Major John Wainwright, Administrator of Ascension Island—another place of call for Eagle during the voyage.

It is our firm belief...

That this has been
the longest short refit
on record.

H.M.S. Diamond was re-commissioned on August 19 at Chatham by Cdr. M. F. Parry, in the presence of Flag Officer Medway, representatives from De Beers Consolidated Diamond Mines, a former commanding officer of Diamond, and the ship's company, their families, and friends.

This concluded a short refit which began in 1964 and was, for one reason or another, delayed. A great deal of concerted ship and dockyard effort met the completion date.

After successful basin trials, the ship sailed on August 29 and spent a profitable week at sea. The smile on the ChM(E)'s face spoke for itself!

GALE DRAMA

During the second week a gale provided excitement when the ship was diverted from her trials to proceed with all possible dispatch to render assistance to the yacht Theodora.

Gorleston lifeboat took the yacht in tow for Yarmouth, and Diamond provided a lee which was subsequently acknowledged by signal from the lifeboat and a letter from the Ocean Yacht Club, who sponsored the yacht's voyage.

There is already a long-established liaison with De Beers Consolidated Mines, who provide the ship with magazines,

a generous grant to the Welfare Fund, and take a keen interest in the ship's affairs.

The ship's company has already set up a high standard of football, hockey and water-polo, and the POs have the noisiest uckers mess in Chatham!

Diamond looks forward to joining the Fleet after Christmas, 1967.

EASTNEY BOXING CHAMPIONSHIPS

Topping the bill at the Royal Marines Open and Novices Boxing Championship finals at Eastney Barracks, Portsmouth, on October 6, will be a match between the British cruiser-weight champion Max Smith (Royal Marines) and the England international light-heavyweight Brian Sandy, of Portsea Rotary A.B.C.

BRAVERY AWARD

At a ceremony on board H.M.S. Aurora, the commanding officer, Capt. D. W. Bazalgette, presented a Royal Humane Society certificate to AB Peter Robert Hubert, to mark his bravery in helping to save the life of a diver jammed against a sluice gate in the River Meon. Peter, who is 21, comes from Guernsey, Channel Islands.

In Memoriam

Alexander Brown, P.O.M.(E).
P/O53146. H.M.S. Sultan, August 23.

David J. Holgate, SA(V). D/O67982.
H.M.S. Raleigh, September 11.

KILLED IN ACTION
2nd Lieut. Daniel A. I. Moir, R.M.
45 Cdr., R.M. September 12.

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MISCELLANEOUS

DIEPPE AUGUST 1942. Researcher wants to contact anyone on board H.M.S. Calpe during the Dieppe Raid and return to Portsmouth, in particular officers, medical staff and wounded. Please phone reversing charges Carolyn Litchfield 01-629-8144 or write 25 Berkeley Square, London, W.1.

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Eskimo receives famous visitor



Sir Francis Chichester presented with a plaque of the ship's crest

During a visit to San Remo from September 7 to 12, H.M.S. Eskimo entertained Sir Francis Chichester on board. Sir Francis was in San Remo for the presentation of "La Polena di Bravura" (the Figurehead of Courage).

The presentation ceremony was held in front of the Port Offices, with seamen from Eskimo and the Italian corvette Pietro di Cristofaro drawn up on one side, an Italian naval guard and band on the other, and the sail training ship Polinara providing a picturesque backdrop.

The following day a lunch party was given on board Eskimo in honour of Sir Francis and the Mayor of San Remo. Of the ten guests invited, only four were able to get from the ship's boat to the ship because of rough seas.

Needless to say Sir Francis was one, but regrettably Lady Chichester and the Mayor were unable to make it.

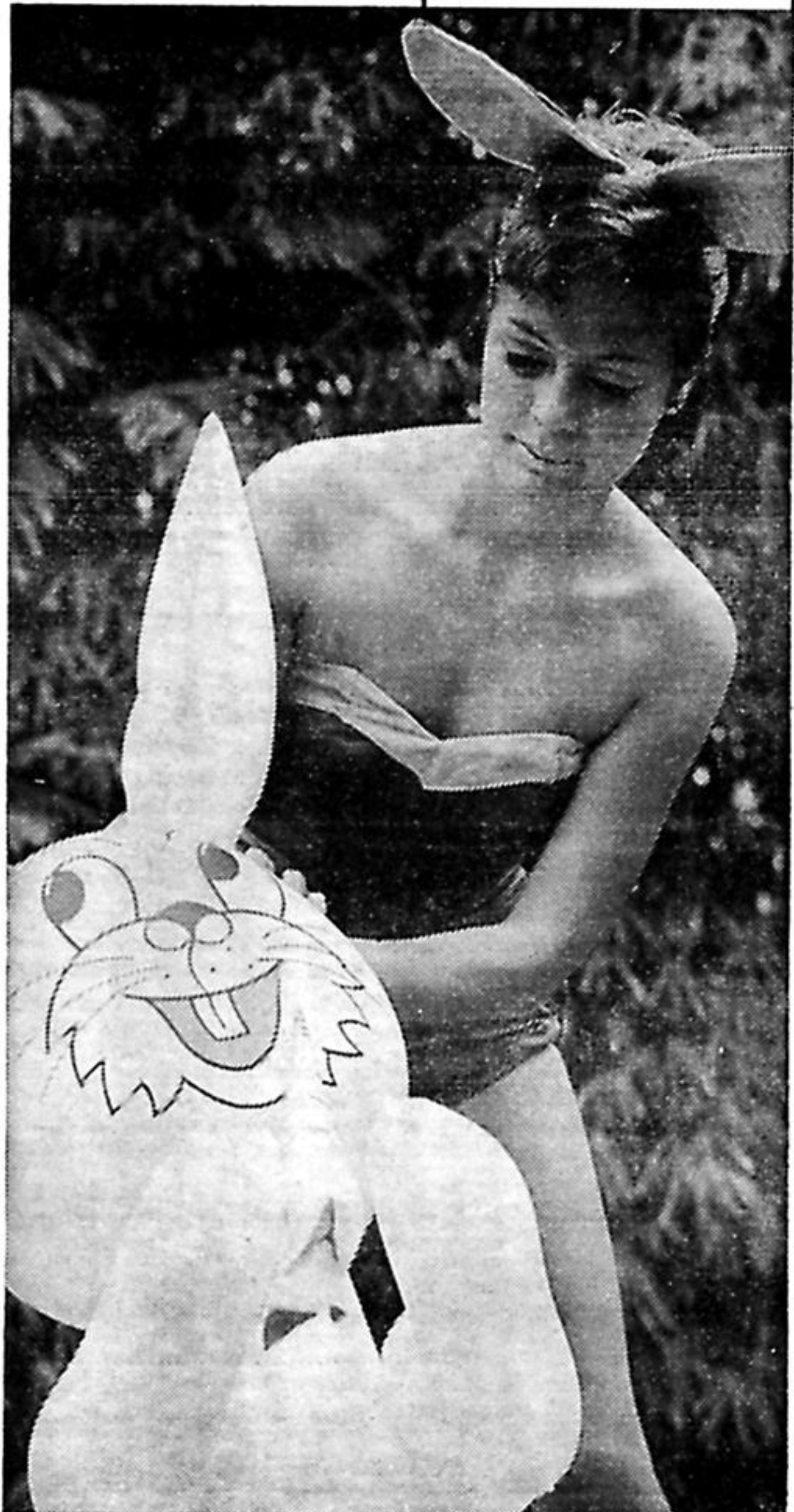
After lunch Sir Francis then rejoined Lady Chichester, and they departed from San Remo for Rome.

Eskimo sailed from San Remo on September 12, taking with her Sir Francis's award on the first stage of its U.K. journey, and arrived at Gibraltar on September 15.

HONEY OF A BUNNY

Strictly no prizes for deciding which Bunny was the greatest attraction in the Kaleidoscope revue staged by the Naval Base Theatre Club in the Japanese Theatre, H.M. Naval Base, Singapore.

Nineteen-year-old Linda Hutchinson appeared in the Bunny night club scene.



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STC

Devon game the 'tester'

Navy rugby begins to get into full stride this month when the traditional Navy versus Devon game is played at Exeter on October 18.

This match was first played in 1920, and is now fixed as the final game played by the Devon side before their county championship games, so they always have a very strong team which has, in recent years, beaten the scratch Navy side fairly easily. It is hoped this year to reverse that position.

Once again the Inter-Command Colts tournament will be played at Portsmouth on October 19, 20, and 21, the final being a curtain-raiser before the U.S. versus Devonport Service game on October 21.

Inst-Capt. Gerry Loft, the Colts Organiser, has arranged fixtures for a Navy Colts side, beginning with a tour in the West Country, where games will be played against Cornwall Colts at Cudrose on November 4, and Plymouth Albion Colts on November 5 at Devonport. This is a wonderful chance for the under-19 players to have some hard and enjoyable rugby.

Dazzling form

U.S. (Portsmouth) had quite a field day on September 14, when they beat Oxford by 30 points (three goals, three tries, two penalty goals) to eight (goal, penalty goal).

At half-time the score was 16-8, Jones, Gibson, Marks, and Holt having scored tries, Alcorin and Thornton converted two. Oxford's eight points came from a try by Ray, converted by Parsons, who also kicked a penalty goal.

Oxford had to play the second

half without Robins, who received a leg injury.

In the second half, Samuels, a former Oxford player, scored a try. Tuffly kicked two penalty goals, and Gibson scored another try, which was converted by Tuffly.

The Oxford XV was by no means a poor side, but on the day the Portsmouth side were in such dazzling form in all departments that it would have needed a "great" side to have held them. The club started the season well, with high scoring wins.

On September 9 the "A" team defeated Minehead Barbarians 48-11, and the "B" team beat Yeovil 39-0.

Unbeaten record

The United Services preserved their unbeaten record at Portsmouth on September 23 when they drew, five points all, with London Irish.

Conditions were bad, rain falling incessantly, but Colin Gibson, after 30 minutes, scored a beautiful try under the posts, Thornton converting.

The Services maintained this lead until midway through the second half, despite intense pressure from the Irish. Heeling from a five-yard scrum, Drake, the London Irish number eight, stole over the line for a try which Doyle converted.

"Mike" Davis, who two years ago led the Royal Navy XV to the Inter-Service championship, has joined Bedford Rugby Club.



BOSUNS ARE MASSING

The regatta organised by Clyde branch of the Royal Naval Sailing Asso-

ciation in the Clyde Estuary on September 9 took place in splendid weather, and attracted no fewer than 112 starters.

Capt. D. Kent, Commander of the Clyde Submarine Base, was Commodore.

The R.N.S.A. had nine Bosun dinghies at the starting point—an indication of the build-up of naval dinghy sailing in the Gareloch in anticipation of the opening of H.M.S. Neptune Sailing Centre at Faslane next year.

The Torch Trophy for Bosun dinghies was won by Lieut.-Cdr. J. N. Green, with Lieut.-Cdr. Addis as runner-up.

Shooting captain's success

Lieut. Roy Prowting, captain of the H.M.S. Wessex, Solent Division R.N.R. shooting team, played a real captain's part by winning the Graham Perpetual Challenge Cup and N.R.A. bronze medal for the R.N.R. Individual Rifle Championship.

He scored 139 points out of a possible 150.

Lieut. Prowting also became the R.N.R. Service Rifle Champion and was awarded the Thames Cup.

Lieut. Wren Ruth Barlow, also from H.M.S. Wessex, won the Ratings' Service Rifle Championship, and was awarded the H.M.S. Cornwall Cup.

SPORTING FIXTURES

Sporting activities in the near future include the following main events:

October 5: Soccer. Royal Navy v. Kent.

October 5 and 6: Boxing. R.M. Open and Novices, Eastney.

October 11: Hockey. Portsmouth Command v. Sussex, U.S. Portsmouth.

October 13, 14 and 15: Basketball. R.N. Training Week-end, Drake.

October 18: Hockey. Second round knock-out.

October 18: Soccer. R.N. v. Oxford University, Victory Stadium.

October 19: Rugby. Inter-Command Colts, U.S. Portsmouth.

October 19, 20 and 21: Basketball. R.M. Championships, Portsmouth.

October 21: Soccer. R.N. v. Devon, Plymouth.

October 25: Soccer. Trafalgar Cup. Portsmouth Command v. R.M. Victory Stadium.

October 26: Soccer. R.N. v. Cambridge, Cambridge.

October 26: Boxing. Wales v. Ireland, N.Y.K.

November 1: Hockey. Third round knock-out.

November 1: Soccer. Navy Cup (Divisional Final), Victory Stadium.

November 1 and 2: Boxing. Portsmouth Command Open and Novices, R.N.B., Portsmouth.

November 3, 4 and 5: Basketball. R.N. Training Week-end and matches v. Scotland, H.M.S. Caledonia.

November 4: Rugby. England v. New Zealand.

November 7: Cross-country. Portsmouth Command, H.M.S. Dryad.

November 8: Hockey. Portsmouth Command v. Hampshire, U.S. Portsmouth.

November 8: Soccer. R.N. v. London University, Mottspur Park.

November 9: Boxing. Naval Air Command Open and Novices, Arbroath.

November 10: Boxing. Plymouth Command Open and Novices, Drake.

November 11: Fencing. R.N. v. London University, London.

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SATURDAY 'PIRATES' LOOKING FOR THE UNDER-19s

(By the Colts Secretary)

Following the revival of the Inter-Command Colts Rugby Tournament at the end of the 1965-66 season, United Services (Portsmouth) decided to try to run a regular Colts XV for under-19's, during the 1966-67 season.

A Colts committee was formed, and although the Colts players are full members of the U.S. Club, their affairs and team selection is run on an entirely separate basis.

In accordance with the U.S. tradition of naming all club sides, the Colts were duly christened the "Pirates."

The first season was quite successful, resulting in ten wins, three draws, and four lost games, a further three being cancelled for various reasons.

FINDING OUT

Two problems emerged during the season. First, it was clear that there was an abundance of talented young players in the establishments and ships in the Dockyard, all of whom were

keen to play Saturday Rugby, but the problem was to find out about them.

The second problem was coupled with this. At the start most young players were "put off" by the name "United Services," because they thought that the standard was terribly high, and that they would not stand a chance. Therefore they did not bother to get to the trials.

The Colts committee is keen to iron out both these difficulties before this season really gets under way.

STARTING AFRESH

To answer the second one first, the standard isn't all that high—at any rate not at the start—because each season we have to start afresh with a completely new lot of players, and almost everyone is an unknown quantity.

We like to think that by mid-season we are playing to a fairly

high standard, but don't let the Club's reputation put you off from trying to get into the Colts if you are eligible!

To solve the problem of finding players, the committee try to watch establishment games in which young players are included, especially when the "grapevine" tips us off that someone is worth watching, but we are bound to miss more than we see.

So, if you are under 19 on September 1 this year, and keen on the game, why not try the "Pirates?"

MAKING CONTACT

If you have missed the trials get in contact with your P.T.I. and ask him to let the Team Secretary (Lieut. Brickwood, H.M.S. Bellerophon) know, or come along to U.S. on a Saturday afternoon and ask for the Colts. (If we should be playing away, come again the following week!)

Having read this, don't think to yourself, "not for me, I'm not that good"—we do need your support.

Last season we had a total of 80 players who were included in the side at one time or another, but on four occasions we fielded fewer than 15 players because—literally—we could not find anyone available. Of those four matches we lost three—probably unnecessarily. (Because most under 19's in the Command are under training in some way or another, they do not always stay long, and draft chits, duties, expeds, sea training (not to mention "passionate" week-ends) all thin down the numbers available so that we need every useful player we can get on the books!

POSSIBILITIES

Dust off your boots, and let us see you at the U.S. Ground! At the end of last season one U.S. Colt played for the Navy versus Aberavon, while a second was selected as reserve.

A. J. W.

SWIMMING HIS WAY TO THE TOP

Our Sportsman of the Month, EM(Air) David Wilson, now serving in H.M.S. Heron, represented the Navy Juniors within a month of joining the Royal Navy, but he had been swimming since he was five years old, and taken part in competitive swimming before he was 12.

Dave Wilson was born in Manchester and entered junior competitions throughout Manchester and Lancashire with the Swan Swimming Club. At the age of 12 he was forwarded to the Northern Counties Training School, which was run by Ray Scholey. This school has produced prominent swimmers such as Chris and Diana Wilkinson.

Dave was educated at Manchester Central Grammar School, where he climbed his way up the ladder by firstly representing the school, then Manchester Schools, and finally Lancashire Schoolboys.

He left school at 16 and joined the Navy at H.M.S. St. Vincent as a JEM.

During his first month in the Service, he represented the Navy Juniors at the Inter-Services championships, coming third in the 100 yards backstroke in a time of 69.2 seconds.

After a year in hard training, he returned the following year to win the Inter-Services Juniors 100 yards backstroke title in a time of 66.4 seconds—a new Combined Services Junior record.

His time qualified him for a place in the

SPORTSMAN OF THE MONTH



David Wilson

His great moment so far was coming a close second to Great Britain swimmer Roddy Jones, in the Combined Services v. Wales 100 metres backstroke. That was in November, 1965

Senior Navy side, and he competed in the 1963 Inter-Services, as first-string backstroke swimmer.

Again he was placed third, but the same determination that had spurred him on in the previous year still prevailed, so while undergoing trade training in H.M.S. Ariel during the winter of 1963-64, most of his spare time was spent in the swimming pool.

In March, 1964, he was drafted to H.M.S. Fulmar. Lack of facilities curtailed his training, but he managed to get in plenty of swimming by frequent week-end trips to Portsmouth.

These trips paid off, and in the 1964 Inter-Services he won the 100 yards title in a time of 63.8 seconds.

The following year, 1965, he not only won the title again, but equalled the Combined Services record with a time of 61.4 seconds. He won the title again in 1966, and hopes to repeat this in 1967.

His greatest moment in swimming, so far, was representing the Combined Services in November, 1965, to swim against Wales. In this match he came a close second to the Great Britain swimmer, Roddy Jones, in the 100 metres backstroke. His time was 72.4 seconds, as opposed to Jones's time of 72.2.

In the Navy, the two men who have most influenced his swimming are PO Paddy (The Fish) Hayes, and CPO Ken Ogden. To their guidance, and expert coaching, he attributes much of his success.

'More Support for Judo' call

When the Royal Navy Judo championships were held in the Royal Naval Barracks, Portsmouth, on September 14 and 15, only 13 sailors and 15 marines turned up.

The standard was high but (says our correspondent): "I know of a great many judo enthusiasts in both the Navy and the Corps who were not there. Some may have been abroad, but where were the rest?"

He goes on: "My opinion, and that of a great many others, is that not enough backing is being given."

AGGRESSIVE STYLE

There is a high standard in the Navy at the moment. The Army coach says that the Navy, including the Royals, have a strong aggressive style.

With proper backing the potential is unlimited. If given the support the Navy can be undisputed inter-Service champions.

The Universities Judo Association started off with only a few players; they are now one of the strongest bodies in the country. The Navy could be the same.

Courses are run by the R.N.

Judo Association, but unfortunately the next one is not until May, 1968. In the meantime, Cpl. Edwards, the Navy coach, is free to travel around the country giving short courses—but he must be asked for.

Judo is fast becoming one of the most popular sports in Britain, but being a comparatively young sport there is not a great deal of press coverage.

The lack of coverage will undoubtedly change. "So," says our correspondent, "surely it would be to the Navy's benefit to be at the top when this happens, instead of waiting until it is too late to get into the act."

"Give the Navy judo clubs more support, and they will have a great championship future."

Winners were: Novice.—EM(A) Shaw, R.N.A.S. Cudrose (runner-up), LOEM Coe, H.M.S. Collingwood.

Group O (5th and 6th Kyu, Yellow and White).—Mne. McNally (Cpl. Brown).

Group B (3rd and 4th Kyu, Green and Orange).—Sgt. Ayling (EA/A Hinman).

Group A (1st and 2nd Kyu, Brown and Blue).—Mne. Finan (Mne. Julian).

Open.—AB Visgandis, H.M.S. Plover, for the second year running (POEL Tyler, H.M.S. Excellent).

Inter-Command.—Portsmouth, 27 points (Royal Marines, 5 points).

The result of the inter-command final was a big surprise. The teams consisted of:

Portsmouth: POEL Tyler (Brown), Stwd Robinson (Green), EA/A Hinman (Green), POEL Horridge (Black), and AB Visgandis (Black).

Royal Marines: Mne Finan (Blue), Mne Julian (Blue), Mne Webb (Black), Cpl. Edwards (Brown), Mne Williams (Green).

In marathon

Five members of the R.N. Athletic Club (South) ran in the Enschede (Holland) International Marathon (26 miles 385 yards) on August 26, and PO McFadzean, of R.N. Air Station, Cudrose, put up a remarkably fine performance.

The winner was Mifume of Japan, in 2 hr. 20 min. 53.8 sec.

SPORTING ROUND-UP

P.O. McFadzean was ninth in 2 hr. 29 min. 28.2 sec.

Of the 127 runners who finished the course, PO Clare, of R.N. Air Station, Lossiemouth, was 39th in 2 hr. 52 min. 37.8 sec.; Sub.-Lieut. Eaden (H.M.S. Thunderer) was 61st in 3 hr. 4 min. 41 sec.; ERA Clark (H.M.S. Dolphin) 68th in 3 hr. 7 min. 36.2 sec.; and PO Wtr Wright (H.M.S. Pembroke) 87th in 3 hr. 17 min. 53.4 sec.

The road section of the club will be taking part in the Walton 10-mile race on October 14, and the Harlow Marathon on October 21.

New Twister

Members of the Royal Naval Sailing Association at Portsmouth are to have a second Twister class cruiser—a sister boat for the highly successful Mermaid of Portsea.

Half the cost will be a grant from the Nuffield Trust.



At the judo prize-giving, Colonel Stevens congratulates POEL Horridge (Portsmouth Command)

Hockey contest

The 1967/68 Royal Navy hockey knock-out competition has attracted 31 entries, and the first round will take place on October 4. Lossiemouth has drawn a bye.

As last season's competition, played off before Christmas, was such a success, all future Navy Cup knock-out competitions are to be completed by December.

This year the second round will be played on October 18, the third round on November 1, with the semi-finals on November 15, and the final on November 29.

SOCCER NOTES

BY BENBOW

Trial games to select squad for 1967/8

Trials have been held in the Portsmouth area to select a squad to represent the Royal Navy during the 1967-68 soccer season. Quite a big list of possibles and probables were selected, of whom 44 players of renown, or recommended qualifications, were available.

These 44 were coached, tried and sorted, and eventually there was an excellent trial match at the Victory Stadium.

Nine Portsmouth Football Club players assisted in the final trial and, with 22 Navy players intermingled with the professional boys, a good trial and valuable experience was gained.

The selectors had quite a field day, for not only were they able to see the best of the bunch, but the bunch was ably coached on the field by two Football Association coaches, Ron Tindall and Bobby Campbell of the Portsmouth F.C., who took charge of operations of each of the trial sides.

NEW MEN IMPRESS

Anyway, the outcome of all the efforts was most rewarding. In addition to establishing the efficiency of the known players, several men previously not so well known, impressed enough to warrant further consideration.

Other than the known Navy players, the new boys who impressed most were Mech. M. Roche, as a centre-forward; LREM D. West as a defender; Lieut. D. Roberts, another defender; AB J. Currie, a mid-field worker; and Cpl. G. Machan, as a very capable wing man.

In addition to this Navy trial, many other players had been watched. Earlier, the Royal Marines held their Tunney Cup competition at Eastney, when more than 100 players were seen and, immediately after the Navy trials, the Naval Air Command held their competition, with 88 players.

TRIALS WEAKENED

It is appreciated that the Royals and the Air boys acted

in good faith in promoting their competitions at this time as festivals, but it did mean that some players could not be spared for both Navy trials and Command games and, to an extent, weakening the Navy trials.

The Navy's old policy was to build up a team for the Inter-Service games in March, but with the Navy branching out into the new Southern Counties Amateur Championships this season, the selectors must now team build and select for these new fixtures from early October onwards.

Previously, if a Navy player would not be available for the Inter-Service games, he was not considered for any earlier games, but the Navy selectors now intend to form a squad right from the start.

As players of the squad move away, they will be replaced by other suitable players, so that the squad may be kept up to the required strength, namely about the 16-player mark.

We go into the 1967-68 season with some trepidation, but the indications are that the Navy may well be able to produce a real workmanlike squad.

Sussex win

The Royal Navy played Sussex on September 27, after Benbow had written his article, losing by the odd goal in three.

Although Currie put the Navy ahead in the 21st minute, the lead was somewhat against the run of the play, the Sussex finishing being poor.

Sussex equalised just before half-time through Newstead, and Sargent scored from a penalty after Dixon had brought down Griffin, the Sussex outside right.

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